VOL. CCXV, No. 2800

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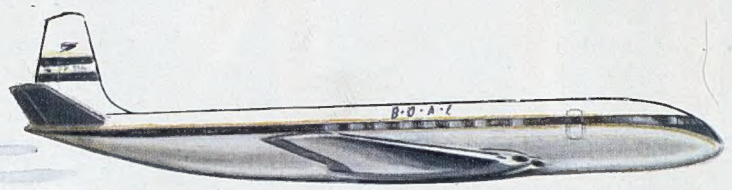

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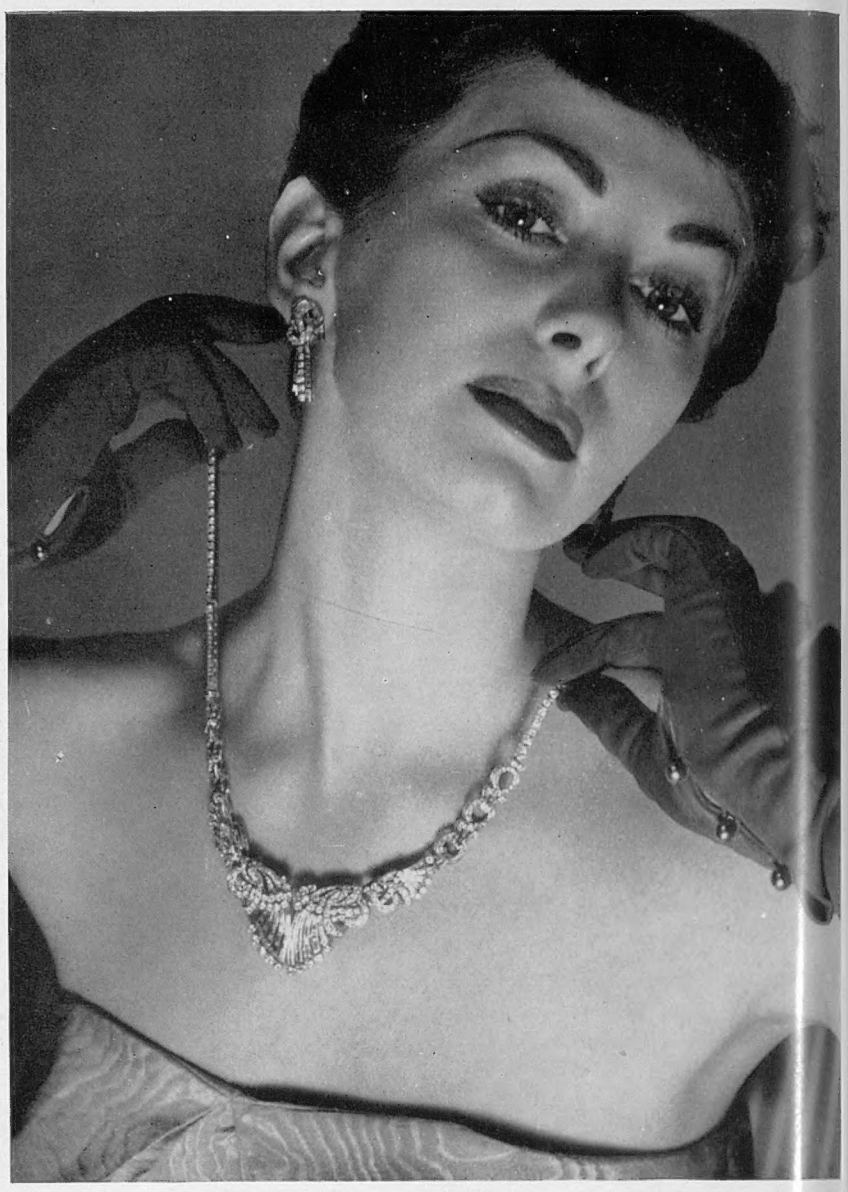

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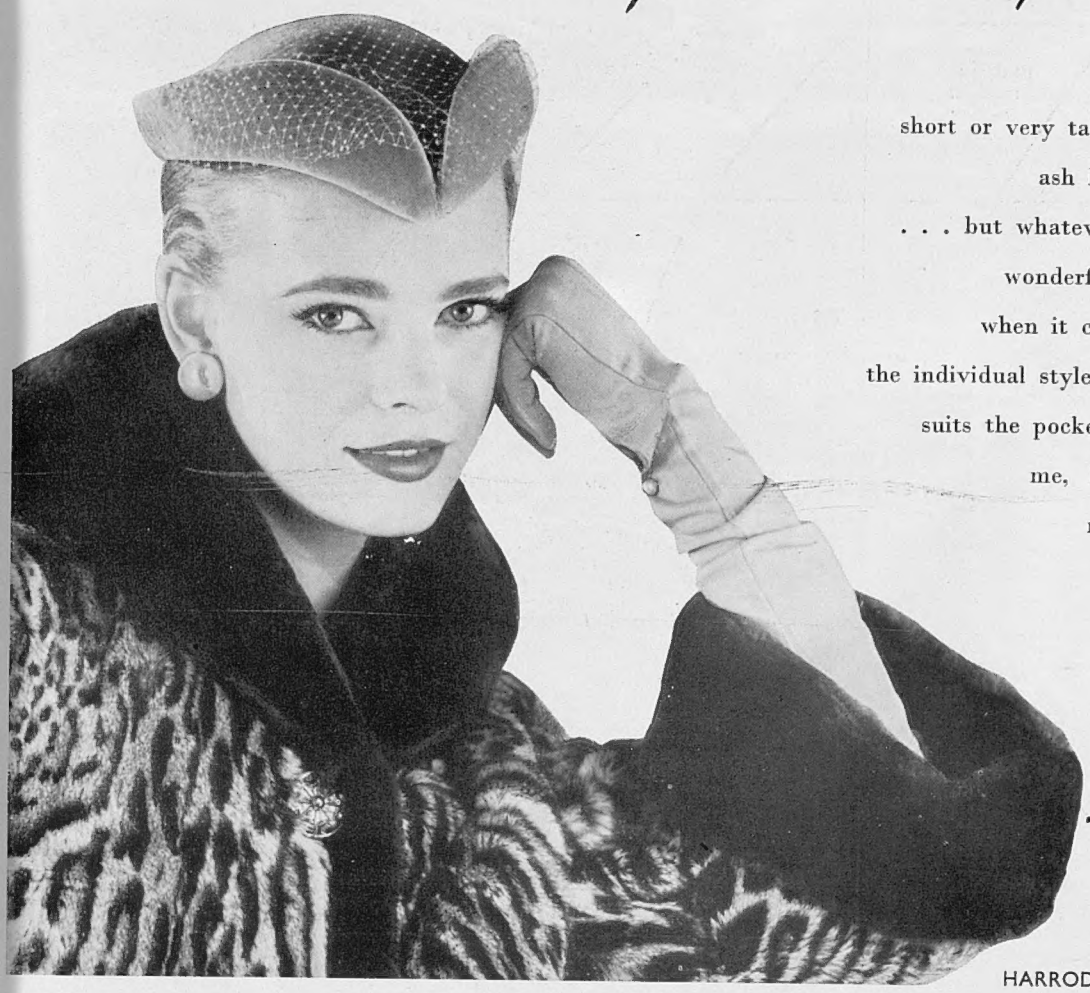

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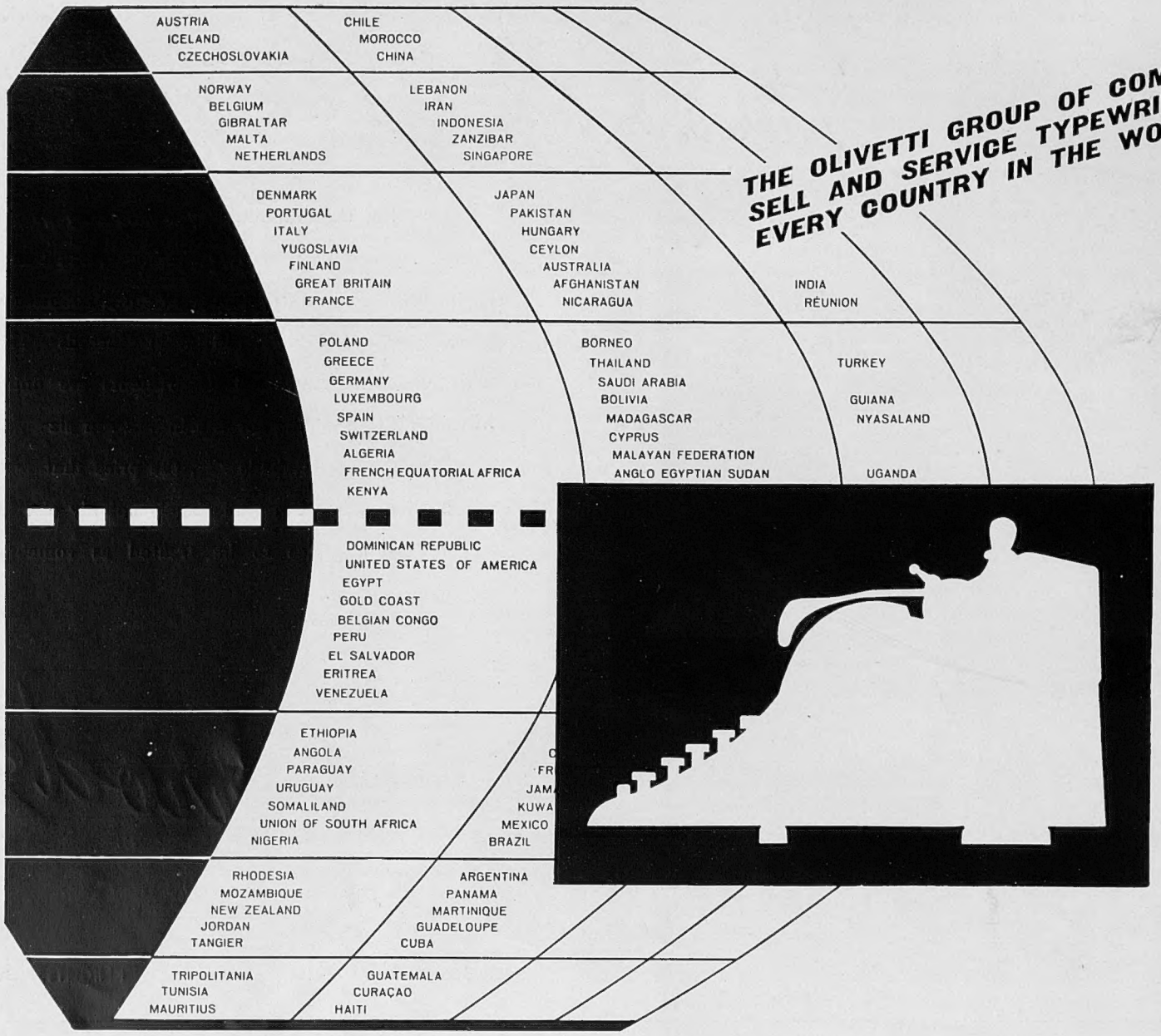

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Volume CCXV No. 2800 The SPHERE, London, October 10, 1953

The SPHERE

with which is incorporated THE GRAPHIC

MR. EDEN'S RETURN—THE FOREIGN SECRETARY WITH LORD SALISBURY, WHO ACTED FOR HIM IN HIS ABSENCE, AND LORD WOOLTON ARRIVING AT NO. 10, DOWNING STREET FOR HIS FIRST CABINET MEETING FOR SIX MONTHS : Mr. Eden, who had just flown back to London after his Mediterranean convalescence, declared : "I am fit and ready for work," and it was announced before the Cabinet meeting that he would resume his responsibilities at the Foreign Office on Monday last.

For weeks past important changes in the Cabinet have been forecast, for it was by no means certain that either Mr. Churchill or Mr. Eden would be able to carry on the burden of their offices following the former's rumoured breakdown and the latter's illness. An official statement from No. 10, Downing Street put an end to political speculation on Friday of last week, when it was stated that Mr. Eden would resume his duties as Secretary of State for Foreign Affairs on Monday. Since Mr. Eden's return after his six-months absence Lord Salisbury, who has been acting Foreign Secretary since the beginning of July, has reverted to his normal official duties as Lord President of the Council and Leader of the House of Lords. When Mr. Eden arrived for the Cabinet meeting in company with Lord Salisbury and Lord Woolton he was given a welcoming cheer by the crowd gathered in Downing Street. It was noted that he was very sunburnt after his holiday in Greece.

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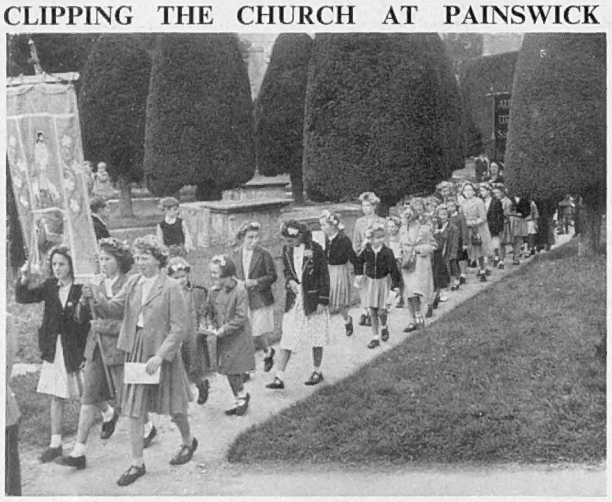
REVIVAL OF AN ANCIENT BURIAL RITE

THE VIRGIN'S CROWN PRECEDES THE COFFIN AT A HAMPSHIRE FUNERAL : The two maidens of honour carry the Virgin's Crown ahead of the coffin of Miss Florence Wisewell at her funeral at Abbott's Ann, near Andover. This parish is to-day the only one in England which perpetuates this medieval custom, and the recent ceremony is the first in thirty-two years. A Virgin's Crown can be awarded on the death of an unmarried person whose character is unblemished and who was born, baptised and confirmed in the parish, and was a communicant of the church there. After the hazelwood and parchment crown has been carried at the head of the coffin, it is placed on the font of the church for three weeks. If no one has challenged the dead person's right to the honour, the crown is then hung in the church until it decays.

CLIPPING THE CHURCH AT PAINSWICK



THE GIRLS, WITH GARLANDS IN THEIR HAIR, ARRIVING FOR THE CEREMONY : Children walking in procession for the old custom of clipping or embracing the church at Painswick, in Gloucestershire. In the background can be seen some of the famous ninety-nine yew trees.

THE CLIPPERS CLOSE IN ON THE CHURCH : To the tunes of old hymns played on cornets, the local children perform the clipping ceremony. The circle they make round the church closes in on the building and then recedes again.

RATES OF SUBSCRIPTION TO "THE SPHERE."

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A London Newsletter

195–198, STRAND, W.C.2.

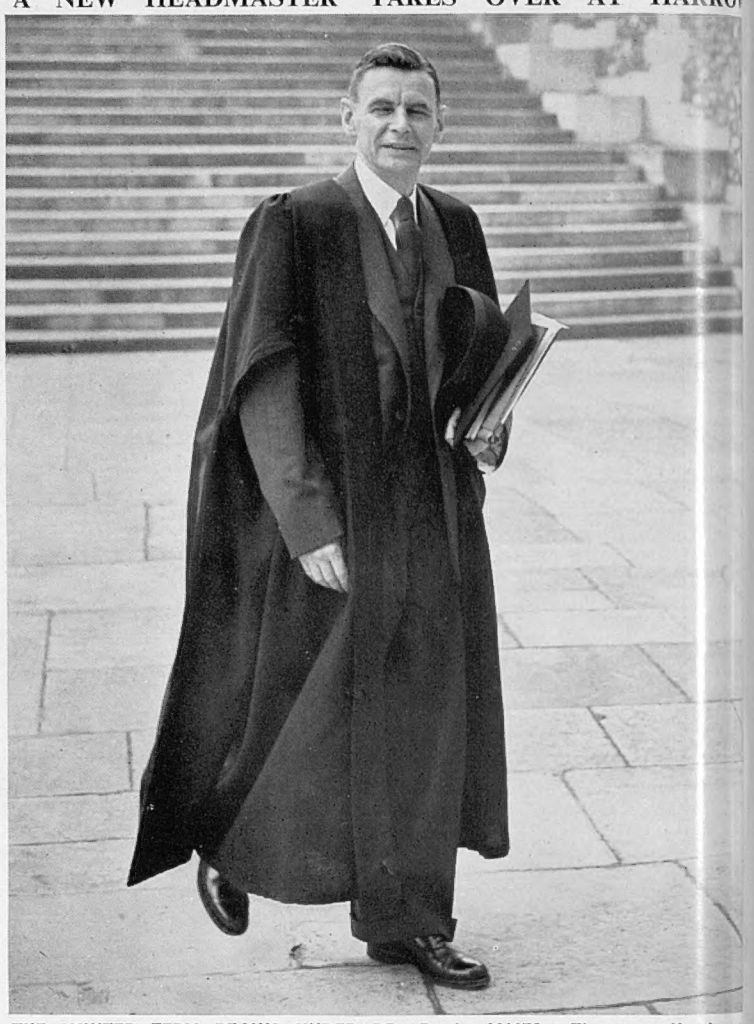
"Bronzed and Well"?—The "lost leaders" are in harness again—one, indeed, never got out of his collar *in toto*, and both have been "studying papers" and keeping in touch or control during their periods of recuperation. Mr. Eden is now passed fit for service in the trenches and Sir Winston is "as well as can be expected" (and that is pretty good) of a man touching eighty who has played Atlas's role for many troubled years. But both go back to duty with a warning—from me. Mr. Eden is not a physical superman. Sir Winston no doubt is so. But though either might play, and one has "played Atlas rarely" for years on end, there is a limit to the weight and duration of the burden. It is quite unrealistic and absurd to pretend that Mr. Eden to-day can resume the whole load he carried before his illness without risk of another early breakdown or that Sir Winston can keep his fingers in every pie at home and range the world for high-level conferences with the Powers. These leaders must delegate and must reserve their strength and experience for calm thinking and thinking ahead, and for vital decisions at vital moments on vital matters. To any other proposal for work and duty, "the answer is in the infirmary."

Party Conferences.—Margate was the scene of the two big Party Conferences. The Socialists were the first to assemble and their conclusions are already stale news, and were perhaps bitter news to those who hoped for wider rifts in that Party. In sober fact, the Party policy on which the next election will be fought—*The Challenge to Britain*—was accepted by Right and Left Wings—in action if not altogether in thought—and the Socialists will be united on that platform against their "enemies." Now the Conservatives. Their agenda on paper certainly looked less likely to reveal differences. There can be no dispute that some means must be found to bring the cost-of-living down, and to reduce taxation, and the small-tooth comb, which has not yet been worn out in the effort to economise in public spending, must be rigorously applied again as one way of achieving reduced taxation. Housing is another important subject. The houses are there to see, but the problems of rent restriction and housing subsidies are by no means solved and are bound up in housing policy. Then there is rating, long overdue for root-and-branch reform. The Conference can at least ventilate ideas for this essential reform, and it is hoped that one such idea may be acceptable and not pigeon-holed. The elector is also, among other things, a ratepayer, and the ratepayer is at the end of his tether. Public spending is one of the reasons why, and it is encouraged in Whitehall for every local council down to the parish council. Vague Home Office invitations to economy are not enough. The duty of the Government is to axe, not ask.

Labour's Foreign Policy.—It seemed at Margate that to be vaguely anti-American was "common ground" in the ranks of Socialism, and to go some way in that vague direction, the official Opposition in Parliament was compelled to forget a good deal, and to scrap a good deal, of its past policies in office, in order to contribute to a united front within the Party. It is not so long ago that the Socialist Government not only saw prudence in spending on defence, but spent a good deal of our money for that purpose. Presumably they thought that, with Stalin obdurate in the cold war, the danger of aggression from the East was very real, and indeed there were many incidents to confirm their fears. Stalin died and the new men at the Kremlin seemed instantly to reveal a gentling of Stalinism. Mr. Churchill leaped to the chance, and his statesmanship in proposing to snatch the opportunity at highest level was applauded even by the ranks of Tuscany. Mr. Churchill has made it clear that his colleagues are at one with him in continuing to press for a Four-Power Conference as circumstances permit. At the moment, the auguries of success are not good, since Russia rejects the preliminary Lugano meeting. To-day the Socialist front seems to argue that if Churchill had persisted and the Americans had not resisted, the world might be securely at peace and all the millions spent on defence could be used for social betterment at home. This is not realism: it is moonshine, which could hardly work magic in an infants' school, an it was a comfort to learn that on a show of hands proposal to reduce armaments was defeated. Fact are facts. Malenkov may be more gentle in word than Stalin was, but words are not deeds, and ther is absolutely nothing since Stalin's death on which t base an argument that East and West are neare agreement on vital issues, that the world might b securely at peace and that the high costs of defenc are unnecessary or even reducible. Presumably becaus the Americans are more alive than ever to the militar danger from Russia and Communism, the American are unpopular with the Socialists. They are Enem No. 1 of Socialist wishful thinking.

Canal Zone.—There is many a slip betwee the cup and Neguib, but it really looks as if agre ment on the Canal Zone is near. Some say the onl point of difference is the question of uniform c "civvies", for 4,000 technicians of ours who are t remain to look after umpteen millions worth of insta lations when in the next eighteen months our troop have got out bag and baggage from that dreary plac which six months ago was "for ever England," an (as I understood and read) a vital area of defenc which we could not possibly abandon for a decad Is it possible it was as easy as that to settle wi Neguib a problem which was insoluble if both sid held to their minimum and irreducible conditions- only a few months ago? The world situation has sim undergone no change; world war has not furth "receded" in the last months. Our troops hav lived miserable and dangerous lives in the Zone f the last year or two because it was absolutely essenti for the safety of the Commonwealth and for wor security that we should hold that horrid and vit base. Any arrangements for our return in force t a sudden emergency must be regarded as militari impracticable. And now (it seems) Neguib was righ His claim was just and out we go. Why not two yea ago? Why do we go now? Are we repentantly puttin right an ancient and cruel wrong committed so lon on the Egyptians, and is it now perfectly safe to leav the Canal to the Egyptians? What startling chan for the better in recent weeks has justified a Britis Government in cancelling an absolutely vital item i our defence policy?

A NEW HEADMASTER TAKES OVER AT HARRO



THE WINTER TERM BEGINS UNDER DR. R. L. JAMES : The new Headmast of Harrow going to morning chapel on the first day of the ter Dr. Robert Leoline James has succeeded the late Mr. R. W. Moore Headmaster. Dr. James, who is forty-eight, was educated at Ross and at Jesus College, Oxford. A classical scholar, he was Headmast of Chigwell School during the war, and since 1946 had been Hig Master of St. Paul's School, where he was a housemaster before the wa

Marlowe Now.—Bacon is almost off th ration in Shakespeare controversy. The Swan of Avo has played many parts under various aliases. No he plays Marlowe rarely. The trouble about crowni Marlowe as the author of Shakespeare is that Ma lowe's "dates" are almost as obscure as Shakespeare

If Marlowe was done to death in 1595, why was so much "Shakespeare" written afterwards? Why, for that matter, did contemporaries refer to Shakespeare as an author before 1595? The old Bacon arguments, of course, apply to Marlowe's claim also. He was better educated than Shakespeare, who may or may not have attended the Stratford Grammar School. For that reason, Bacon or Marlowe is more likely to have committed Shakespeare's howlers and solecisms, since a little education is a dangerous thing. As a lawyer, I firmly believe in the strong position of *the man in possession*. I believe William Shakespeare of Stratford wrote the works attributed to him (or most of them), as his contemporaries often and clearly acknowledged, albeit I reject as bogus most of the legends attached to him at Stratford. It is up to the complainants to oust him, and so far they have produced no smashing claimant to eject him. It is wonderful how much potted knowledge a sharp, uneducated man can derive from skimming in books and cribs, and, so far as I know, poetry is not a painfully-acquired art sweated up by higher education.

Crime Statistics.—The Royal Commission's report on Capital Punishment is, as I said, a voluminous document requiring weeks of study. In it the sections on statistics are full of remarkable facts. If "facts" is the word in the face of the old argument that statistics can be made to prove anything you wish. Thus, one such table tells us that over the past twenty years there were more murders in the southern four Home Counties than in any other part of England—nearly eighty murders per 1,000,000 inhabitants. We take our lives in our hands who settle in Surrey, Sussex, Kent or Hants. The industrial North-East, Wales and the Midlands were much purer and safer places, averaging only 60 per 1,000,000. Another table is relevant to the question of equal murder penalties for the sexes. In the fifty years from 1900, 510 men murdered their wives, mistresses or sweethearts, while only 17 women responded in kind, or, at any rate, were caught after doing so. This seems to knock down the poetic wisecrack that Hell has no fury like a woman scorned, unless we assume that women are far more adept at murder as a fine art, the finest art being that in which the artist is not *found out* in his or her lifetime.

Farouk Has a Raw Deal.—I cannot say that ex-King Farouk is a hero of mine, but all I know of him is hearsay, and I doubt not the Devil himself is not so black as gossips and enemies may sometimes paint him. Thus I can be fair-minded enough to suggest that, if Minister Salem is correctly reported, the Revolutionary Council has given Farouk a raw deal in confiscating all his Egyptian assets, amounting in terms of palaces, houses, lands and yachts to about £7,000,000. The Minister argued that Farouk owes the State about that total in unpaid taxes and in other ways. But kings are not as other men in the matter of tax-incidence, and it is hard to believe that, while he reigned, Farouk was knowingly piling up debts to the State to this huge figure, well knowing that he was bound by law to discharge them. Rather one must assume that the Council decided to treat Farouk as an ordinary man and to make his liability to ordinary taxation retrospective over the years of his reign. If so, that is highway robbery on the grand scale, quite common, of course, in "civilisation" since the death of law, order and common honesty after world wars. Farouk's creditors must be particularly depressed by the decision, for they are advised to send in their bills to Farouk in exile in Italy: £500,000 for jewellery from a New York jeweller, a little bill for £5,000 a month alimony from ex-Queen Narriman, and so on. . . . Discounters of such bills are likely to be strict and harsh in their terms.

Sugar Free.—A million forms and 500 limpets can be liquidated by the decision to de-ration sugar after fourteen years' hard labour. There is sugar to burn and prices should not rise. (But they *have* already.) We lick our lips and bask in this Sugar Ray of Hope. For now only four foods remain to be discharged, meat, bacon, cheese and fats, and all are in good supply—save perhaps butter. The de-rationing of sugar applies also to syrup and treacle. In my ignorance I supposed these two last had long been freed by the liquidation of "points." The 500 limpets, with their £200,000 a year pay-packets, I suppose, will be found useful employment in other fields of public service and, I suppose, will take their forms with them, adapting them to new uses. But sugar is free, and there is no reason why all foods should not be free by Christmas. I do hope that an indigestible Christmas will be ours, and that a free and plenteous table will result in a really handsome saving to the taxpayer on paper and on forms and on those who send them out and check them when filled in. £200,000 a year is "not enough." The limpets always find new bolt-holes, and what we gain on their swings, we lose on their roundabouts.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

THE CHATEAUX OF THE LOIRE

BY RALPH DUTTON, WITH DRAWINGS BY DENNIS FLANDERS

AN OIL TANKER IN DANGER FROM A DOCK-SIDE FIRE

THE GLASGOW BLAZE FROM WHICH 100 PEOPLE WERE RESCUED: Firemen on board the tanker *Alva Bay* play their hoses on the fire which swept the Queen's Dock, Glasgow. More than one hundred shipyard workers as well as seven women cleaners were working on the oil tanker when the shed alongside caught fire. They were rescued from the *Alva Bay* by tug, as they had been cut off from the quayside by the flames. Oxygen cylinders exploded in the shed, and as one of the rescue tugs left the side of the oil tanker one of the cylinders narrowly missed hitting it. The *Alva Bay* was not fully loaded, but carried about 1,500 tons of fuel oil.

THE ARMY'S "PUBLIC SCHOOL" OPENS AT WELBECK ABBEY

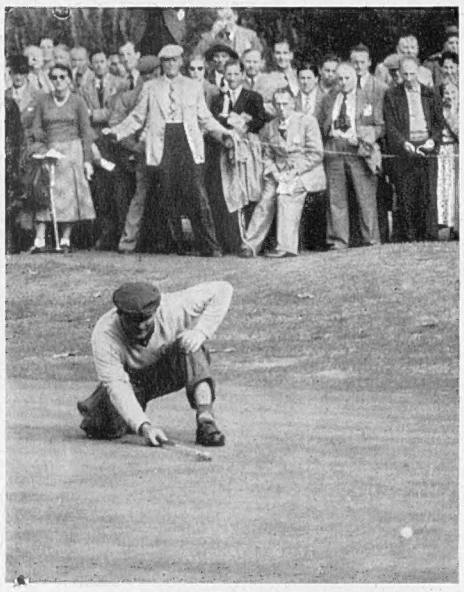
ANOTHER ANCESTRAL HOME BECOMES A TRAINING-GROUND FOR OFFICERS: Three new boys arrive at Welbeck Abbey, near Worksop, which has become the Army's "Public School" for training technically-qualified officers. Welbeck Abbey was formerly the home of the Dukes of Portland. This year forty-eight boys, aged sixteen and over, will be the first pupils; eventually it is expected that the number of boys will be brought up to 150. They will undergo a two-year course which will bring them up to the standard of the advanced level of the General Certificate of Education, and the school will specialise in mathematical and scientific subjects. At Welbeck Abbey the War Department hopes to provide all the amenities and atmosphere of a traditional public school. The grounds make excellent playing fields, and the house provides good classrooms and laboratories.

RYDER CUP THRILLS

Britain's Near Miss in the Great Match Against the Americans at Wentworth

After the United States had won three of the four foursomes in the Ryder Cup golf match at Wentworth, our players recovered so well in the eight singles on the second day that Britain finished only a single point behind their rivals. In the closing stages everything depended upon the long putts. It was left to the youngest British players, Peter Alliss, aged twenty-two, and Bernard Hunt, twenty-three, to decide the destiny of the Cup. Alliss was the first to go through the ordeal. He had the chance of halving the match against Turnesa, and reached in 2 a point on the left of the green, while Turnesa was still short of the green in 3. Alliss fluffed his shot, his ball only going two yards, and finally he missed a 4-ft. putt. Hunt at this stage could still have given Britain a tie if he had won. He had fought back wonderfully from being 3 down at the turn against Douglas. He had squared the match at the 34th. Luck was with him until the very last stroke, and then, faced with a 5-ft. putt to win the match, he, too, missed. But Hunt had done a grand job.

Britain, at any rate, had almost done the impossible, and there was all-round praise for the peerless Fred Daly, who beat America's fourth-ranking player, Ted Kroll, and for Harry Bradshaw, who beamed his way through the match in the face of American power golf.

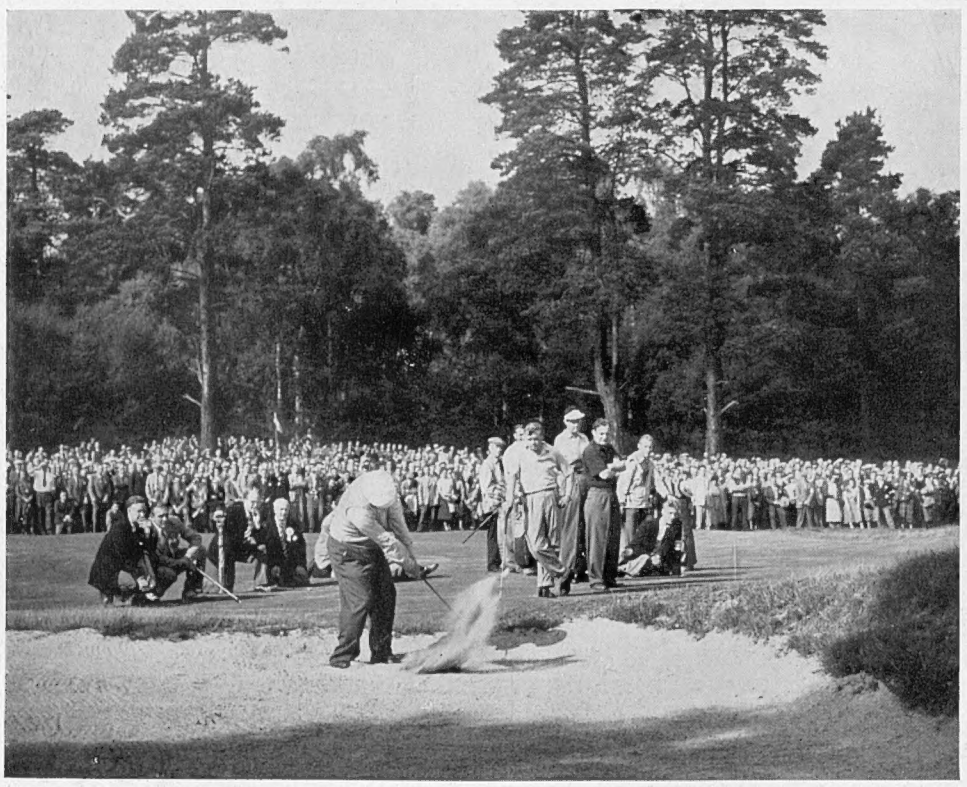


PART OF THE HUGE GALLERY WHICH FOLLOWED THE FOURTH ROUND OF THE FOURSOMES ON THE OPENING DAY OF THE RYDER CUP AT WENTWORTH: It was their good fortune to see F. Daly and H. Bradshaw, of Great Britain, beat W. Burkemo and F. Middlecoff, of the United States, and thus give Britain her only victory in the foursomes. By winning by one hole Daly and Bradshaw kept their side in with a chance, and how nearly they seized that chance was revealed on the following day.

On left—

TED KROLL, OF THE UNITED STATES, TAKES A LINE ON THE BALL: The American about to putt at the 18th hole during the foursomes, in which he was partnered by J. Burke.

FRED DALY PLAYED GLORIOUS GOLF THROUGHOUT THE MATCH: Here he is driving during his match against Ted Kroll, of the United States. After returning a score of 32 to the turn, Daly, it seemed, could do nothing wrong. He completed his first round in 66, and although Kroll hung on grimly, Daly won eventually by the margin of 9 up and 7 to play.



BUNKERED AT THE FIFTEENTH: H. Bradshaw sends the sand flying high when getting out of trouble during his foursome with Daly. Together they beat Burkemo and Middlecoff, and on the following day both Bradshaw and Daly went on to win their singles matches.

BROWN AND LLOYD MANGRUM, THE AMERICAN CAPTAIN, AFTER THEIR TITANIC STRUGGLE: Mangrum is seen congratulating his opponent after the narrow defeat by two holes. They had squared the match at the thirty-fourth, but Brown came home with two 4's at the last two holes.

THE WIFE OF HENRY COTTON, THE NON-PLAYING CAPTAIN OF THE BRITISH RYDER CUP TEAM, DEMONSTRATES HER STRONG FEELINGS : Mrs. Cotton with two journalists after she had torn down a newspaper poster on the Wentworth course. The poster had declared, "Cotton Kicks Ryder Cup Members," meaning that he had attacked them after their comparative failure on the first day. "Why don't they print the truth?" stormed Mrs. Cotton.

THE STAMPEDING HERD OF SPECTATORS : Out of the mist they came to storm down the hill on the first fairway at Wentworth. Despite the wild rushes of the crowd, the Ryder Cup matches were well policed and the system of giving different golf clubs the responsibility for stewarding at different holes was an outstanding success.

DAI REES PLAYS AN APPROACH SHOT TO THE SECOND GREEN : His opponent was J. Burke, Jnr., one of the most promising of the American players. The two of them were at it hammer and tongs, and were all square at the 31st, Rees having been 1 up at the 25th. Eventually Burke won by 2 up and 1 to play.

On right—

MAX FAULKNER IN THE ROUGH AT THE FIRST HOLE : Faulkner met Cary Middlecoff, of the United States. Faulkner started badly, and was 4 down after seven holes. In the afternoon he played considerably better and held his own, but he never recovered all his early losses.

HENRY COTTON, THE BRITISH NON-PLAYING CAPTAIN, HUGS HARRY WEETMAN AFTER HIS VICTORY OVER SAM SNEAD : At one time Weetman was 5 down, but in the afternoon he came storming along and he had a string of 3's from the 24th hole. Snead took 22 shots for the last four holes and was beaten by 1 hole.

THE RYDER CUP IS PRESENTED TO THE AMERICAN CAPTAIN BY LORD LYLE OF WESTBOURNE : Lloyd Mangrum receiving the Cup after the victory of the United States players by 6½ matches to 5½. The American team members are on the right, and the British members on the left, among them Henry Cotton, non-playing captain. The issue of the match had been decided by a single putt on the last green.

THE WAY OF THE WORLD

A Survey of the Foreign News in Pictures

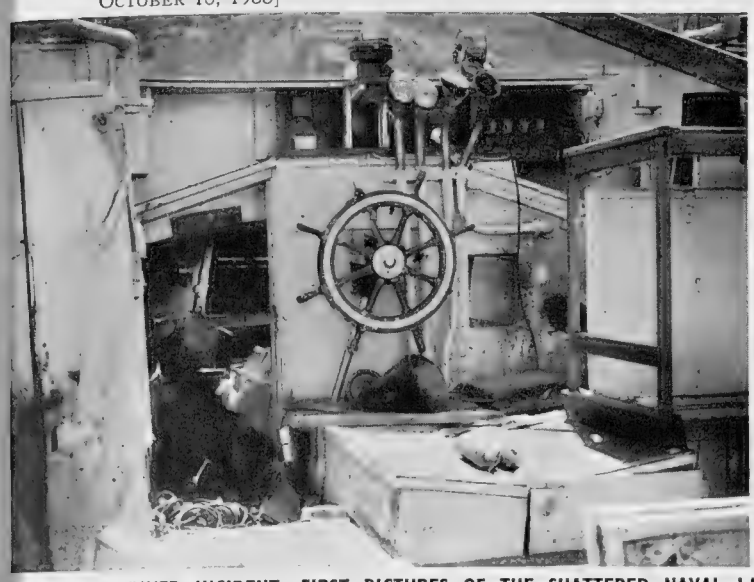
RELEASED GERMAN PRISONERS OF WAR GATHER AT THE FRIEDLAND TRANSIT CAMP ON THEIR RETURN FROM SOVIET RUSSIA : They are seen being addressed by the West German Minister for Refugee Affairs, Hans Lukaschek (dark suit, on left), who offered words of encouragement and hope to the 500 men who had spent almost a decade behind barbed wire in Russian camps. The returned prisoners have reported that three former servants of Adolf Hitler and fourteen former German Army generals are still in a Soviet camp in the Ural Mountains. The three Hitler aides, long believed in the West to be dead, include his valet, H. Linge, who, the freed prisoners said, helped burn Hitler's body after his suicide in the air-raid bunker of the Reich Chancellery in Berlin. The others were described as Flight Captain Hansl Baur, Hitler's personal pilot, and a personal adjutant, Guentsche. The prisoners said that the Hitler aides and the generals were being held in a camp at Pervouralsk. Among prisoners reportedly held there was the son of Arthur Seyss-Inquart, the Nazi leader hanged at Nuremberg in 1946 for war crimes. The generals reported there included several infantry division commanders, and tank experts. One, Lieut.-General Bodo von Huelsen, once was adjutant of the late German President von Hindenburg. The prisoners said conditions in the Soviet prison camps improved considerably after the death of Stalin last March but worsened again after the June 17 anti-Communist rebellion in East Germany.

THE 32,000-TON OIL TANKER "MARE ADRIACUM" IS LAUNCHED AT TRIESTE : The vessel seen on the slipway before she took the water in the presence of a great crowd of shipyard workers and business men. Described as the fastest tanker in the world, and certainly one of the biggest, she will soon be fitted out and will join the Italian merchant marine. Her turbines, made by the International General Electric Company, of Lyn, Massachusetts, will give her a speed of 18 knots. In economic, military, financial and technical assistance, Trieste has received American aid exceeding 44,000,000 dollars, a figure that exceeds the aid given to Persia, Portugal and Saudi Arabia. Much of this aid has been used in building up the port's now very considerable merchant shipbuilding industry.

THE ROAD TO FREEDOM : Some of the 500 repatriated Germa prisoners seen at Herleshausen as they crossed the bord from East to West Germany on foot. They had been brough from Russia in freight cars. The journey occupied six day All had served terms of hard labour for alleged war crime

THE AUSTRIAN CHANCELLOR PAYS A VISIT TO PARIS : Herr Raa (right) being greeted by M. Joseph Laniel, the French Premie on his first official visit to the French capital. The object of his visit was to ask the French Government to support Austria in he endeavours to bring about the signing of the State Treaty, to reduc the size of the French occupying forces in Austria, and to free some of the buildings and property requisitioned by the French authorities. On returning to Vienna Herr Raab declared that he had had a assurance that his requests would be favourably considered. He Raab also appealed to M. Auriol for the release of a number of Austria prisoners of war who are at present serving sentences in France

SIR WILLIAM PENNEY ARRIVES FOR THE WOOMERA ATOM TEST: Arriving at Sydney by air was the Chief Superintendent of High-Explosive Research at the Ministry of Supply, Sir Willia Penney. Sir William has come to Australia to supervise th exploding of a series of atomic weapons on the Woome Range, in Central Australia, this month. He flew on to Canberra for talks with Mr. Menzies, the Prime Minister. At Woomera Sir William Penney met a team of about 100 Britis and Australian scientists already assembled there. It was last year that a knighthood was conferred on Sir Willia after the first British atomic explosion at Monte Bel



THE PEARL RIVER INCIDENT—FIRST PICTURES OF THE SHATTERED NAVAL LAUNCH : *On left*—The shell-damaged wheelhouse of the Royal Naval launch 1323, which was fired on by a Chinese Communist vessel in the Pearl River estuary last month. *On right*—The wrecked launch lying at the Hong Kong naval dock. Six British naval personnel and one reserve Army officer were killed and five others were wounded when a Communist gunboat shelled the launch 20 miles from Hong Kong. The first shot fired by the Chinese vessel damaged the launch so badly that it was never able to return the fire. The engine-room caught fire, but Leading Seaman Cleaver, one of the survivors, managed to get the emergency steering gear working, and brought the launch back into Hong Kong, under the screening guns of a destroyer.

Last month the Royal Naval launch 1323, while on a routine patrol in the Pearl River estuary, 20 miles from Hong Kong, was fired upon by a Chinese Communist vessel. Seven members of the crew were killed and the launch limped back into port under the leadership of a Leading Seaman. With the inquiry into the incident completed, more details and the first pictures are now available.

Leading Seaman Cleaver, who brought the launch back to Hong Kong, told how the Chinese vessel had been sighted on previous patrols, and how on the day of the incident she had been seen again half an hour before she actually opened fire. The first shell which hit the naval launch, fired without warning or provocation, completely shattered the wheelhouse, killing five of the crew outright. Lieutenant Merriam, who was in command of the launch, was on the bridge and was fatally wounded. There was no opportunity to return the fire. As the firing ended, two Royal Air Force planes arrived on the scene, and the Chinese vessel made off.

After a long silence on the incident, the Chinese Government rejected the British protest, claiming that the Chinese vessel had been attacked first and was firing in self-defence. The Foreign Office denies these allegations.

On right—

A CORONATION AWARD FOR THE SULTAN OF PAHANG : General Sir Gerald Templer (standing, left, on dais) presenting the Sultan with the Insignia of Honorary Knight Grand Cross of the Order of St. Michael and St. George. The honour was announced at the time of the Coronation. General Templer flew to Pahang from Kuala Lumpur for the ceremony.

ANATOLI LAVRENTIEV IS VERY MUCH IN THE LAND OF THE LIVING : The Soviet Ambassador to Teheran is seen (right) as he attended a ceremony in Teheran in company with the Swiss Ambassador, Dr. Alfred Escher. Ever since the coup d'état which resulted in the ousting of Moussadek reports have circulated that Lavrentiev had committed suicide or had attempted to do so. Now the Soviet Embassy, in an official statement to the Press, say that Lavrentiev was absent from recent functions because of a heart attack brought on by the altitude of the capital.

THE NEW FRENCH RESIDENT-GENERAL IS RECEIVED IN TUNIS : M. Pierre Voizard (in a dark uniform, on left), who was recently appointed Resident-General in Tunisia, is received by the Bey of Tunis, who is seated on the throne. At the reception, which was held at the Palace of Carthage, M. Voizard referred to his previous service in Tunis, and contrasted pre-war days with the present atmosphere of insecurity. He told the Bey that "France intends to satisfy the legitimate aspirations of the Tunisian people." The French Government intended to pursue social reforms in Tunisia, but M. Voizard appealed for a rigorous respect of public order. In his reply, the Bey agreed that reason should triumph over violence, and welcomed the French assurance that they intended to make use of this more peaceful period to develop the country's institutions.

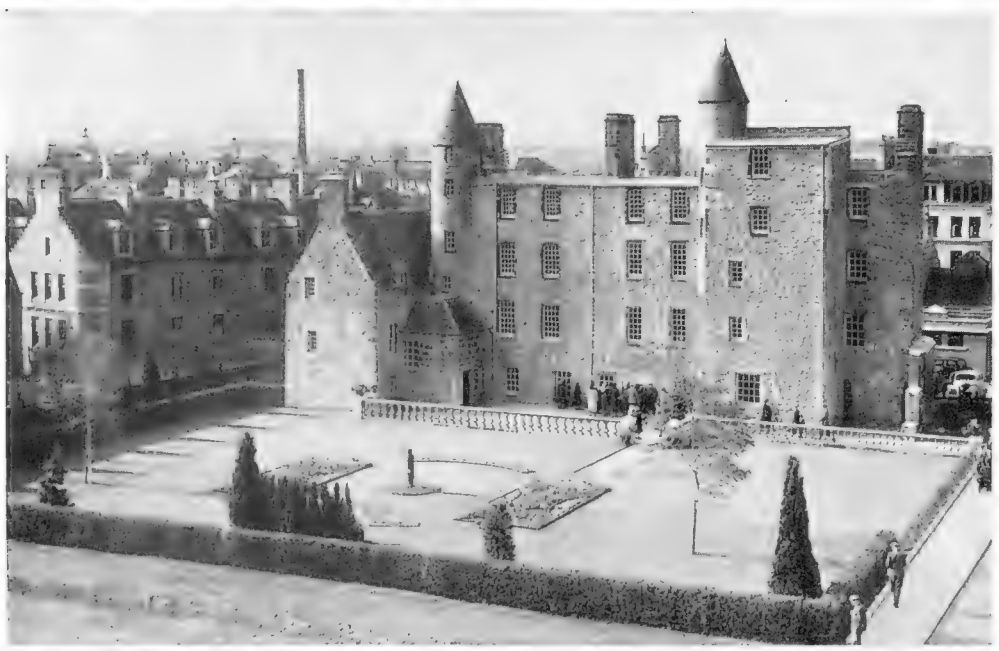
Royal Occasions

THE DUKE WITH THE ARMY AT HOME AND IN GERMANY

THE QUEEN MOTHER SPENDS A DAY IN ABERDEEN

THE DUKE OF EDINBURGH PILOTS HIS OWN PLANE TO GERMANY TO INSPECT THE 8TH KING'S ROYAL IRISH HUSSARS, OF WHICH HE IS COLONEL-IN-CHIEF: *Left*—The Duke, accompanied by his instructor, seen at the controls of the two-engined Devon aircraft just after his arrival at Luneburg. He had flown from England after breaking his holiday at Balmoral. *Right*—Salutes for the Duke as he leaves the aircraft at the start of his inspection tour. He was welcomed by Air Chief Marshal Sir Robert Foster, C.-in-C., 2nd Allied Tactical Air Force, and then, accompanied by the Commanding Officer, Lieut.-Colonel Sir Guy Lowther, inspected the regiment and later congratulated the men on their fine service in Korea. Before flying back to England the Duke visited the wives' club and the sergeants' mess.

THE COLONEL OF THE WELSH GUARDS ADDRESSES THE 1ST BATTALION AT VICTORIA BARRACKS, WINDSOR, ON THE EVE OF THEIR DEPARTURE FOR THE CANAL ZONE: The Duke of Edinburgh, in Service dress, bidding farewell to the men on the occasion of his first visit to the regiment since his appointment as Colonel. The journey from Sandringham was again partly made by plane, and the Duke was met on arrival at the barracks by Colonel J. C. Windsor Lewis, Lieutenant-Colonel of the Regiment, and Lieut.-Colonel A. C. W. Noel, commanding the 1st Battalion Welsh Guards. He then inspected the barrack guard, which was in full dress.



QUEEN ELIZABETH THE QUEEN MOTHER VISITS ABERDEEN TO OPEN THE PROVOST SKENE'S HOUSE, WHICH HAS BEEN RESTORED AS AN OUTSTANDING EXAMPLE OF SEVENTEENTH-CENTURY SCOTTISH ARCHITECTURE: A general view of the house which was formerly the residence of Sir George Skene, who was Provost of Aberdeen from 1676 to 1685. *On right*—Her Majesty, accompanied by the Lord Provost of Aberdeen, the Rev. Professor J. M. Graham, leaving the house after the opening ceremony during which she unveiled a commemorative plaque. The Queen Mother said that the restoration of the house was for her the fulfilment of a dream she had long cherished. It was some years since she first saw Cumberland House, as it was then called, and she could well understand the hesitation which many might have felt when they saw it in those days. Neglected and sad, it might well have seemed fit for nothing but demolition. It was a matter for rejoicing to-day that more imaginative counsels had prevailed. The house contains a museum, while the ground in front of the house has been laid out as a period garden. Also during her visit the Queen Mother opened the St. Clements aluminium alloy bascule bridge, and toured the Northfield housing estate.

THE DUKE OF EDINBURGH in SHETLAND

The First Visit By a Member of the Royal Family Since 1882

Piloting his own De Havilland Dove, the Duke of Edinburgh set out from the R.A.F. Station at Dyce, near Aberdeen, to fly to Shetland on a one-day visit, the main purpose of which was to open the King George Playing Field.

The Duke was met at Sumburgh Airport, Shetland, by Sir Basil Neven-Spence, the Lord Lieutenant, and with a police car in front and a B.B.C. recording van behind, the party motored the 25 miles to Lerwick, where the Duke was received outside the Town Hall by Provost George H. Burgess, who presented the councillors and officials in the Burgh Court Room.

A Shetland lunch, the main courses of which were sea trout and heather-fed lamb, was served, and then Major E. S. Fiddes, Scottish secretary of the National Playing Fields Association, handed to Provost Burgess a cheque for £2,000 from the Association.

Members of the local youth organisations and police lined the short route to the King George Playing Field, where the opening ceremony took place in the presence of a great gathering.

The Duke's speech at the luncheon was in his breeziest vein. He mentioned that no member of the Royal Family had been in Shetland since 1882. "It seems to me," he said, "it was about time you had another look." The Duke also mentioned that his ancestor, King Christian I of Denmark, had turned over the Shetlands to Scotland. "From what I have seen of the islands," the Duke declared, "I think he gave away a lot more than he got."

LERWICK CHILDREN CHEER THE DUKE OF EDINBURGH: This was the enthusiastic scene as the Duke, accompanied by the Provost of Lerwick, visited the King George Playing Field, which he officially opened. This was the first Royal visit to the Shetlands since 1882, when the then Duke of Edinburgh laid the foundation-stone of Lerwick Town Hall.

On left—
AT THE ISLEBURGH COMMUNITY CENTRE: Mr. Tom Georgeson, of Isleburgh House Committee, handing a polo-necked Fair Isle sweater to the Duke.

THE DUKE RECEIVES A GIFT FOR PRINCESS ANNE: Brownie Christine Halcrow handing the Duke of Edinburgh a parcel containing a Fair Isle jacket. The Duke also received a similar parcel for Prince Charles. On the left is the Town Clerk of Lerwick.

AT ISLEBURGH COMMUNITY CENTRE: The Duke talking with one of the women as she sat at her spinning-wheel. At the Centre he saw an exhibition of arts and crafts, and he also saw spinners and knitters in action.

AT THE HERRING INDUSTRY BOARD'S FREEZING AND PROCESSING FACTORY: The Duke of Edinburgh leaning across a packing table when examining the work. While at the factory the Duke put on a duffle coat and went into the refrigeration room.

PROVIDING WATER FOR THE REFINERY'S COOLING SYSTEM—THE SALT-WATER PUMP BAY: In this bay six pumps will eventually be installed to supply the Aden oil refinery with water for its cooling system. Each pump will have a capacity of over 1,000,000 gallons of water an hour. When the cooling water has passed through the refinery, it will be returned through the latest oil-water separators so that no oil flows into the sea. The domestic water supply of the new community is being provided by separate drillings in another part of the peninsula.

THE NEW TOWNSHIP AT ADEN TAKES SHAPE: Temporary buildings and permanent fixtures intermingle in this general view of Little Aden. In the foreground is the water intaker and behind it the permanent power station. When completed, the new refinery town will spread over 140 acres.

TH

OIL IN THE EAST

Recent Developments at Aden and in the Persi Gulf Show the Local Populations that Oil Still the Greatest of Money-spinners

A year after they had lost the use of their refineries at Abadan, the Ira Iranian Oil Company made preparations for a new refinery at A for long the meeting-point of the world's oil shipping. The site of the project, though visible from the main port, is, in fact, 25 miles by road Aden town. It is on a hitherto undeveloped peninsula known as Little A and the remote and barren area has had to be built up from scratch.

Besides a new refinery, an oil harbour and a small township is also b built. The town will include residential areas and a hospital and will pr its own water and electricity. The whole work is expected to be comp by the end of next year, and will cost more than £40,000,000. Many o 10,000 men working on the construction of the new refinery are drawn fro local population. Already this is having a considerable effect on Aden, w main activities have hitherto been trading and work connected with the po The economic and social consequences of a large oil refinery in their are bound to be far-reaching, especially if native labour continues t employed when the refinery begins full production.

NATIVE WORKERS AT AN EXTRACTION PLANT: Work is in pro on the refinery's SO 2 extraction plant, which, with a cap of 360,000 tons a year, will treat kerosene. The Anglo-Ir Oil Company's great use of local labour on the biggest re being built in the commonwealth, and the prospect of perm employment later, is having a considerable effect on

THE SITE OF THE NEW OIL REFINERY AT ADEN : A view of one of the quarries on the site of the Anglo-Iranian Oil Company's new refinery. Trucks can be seen moving towards the cranes on the breakwater. In the distance is the familiar part of Aden, where the town and port are situated. The site of the new refinery is on an undeveloped peninsula known as Little Aden, 25 miles from the town by road. An entirely new town is being built on the peninsula, involving the use of 10,000 men.

DOHA, THE CAPITAL CITY OF A FABULOUS SHEIK : The small harbour in the city of Doha, as seen from the guest-house of the Sheik's palace. Doha is the biggest city in Qatar, in the Persian Gulf, whose main attraction lies in the pearls and oil there.

THE OIL TANKS OF UMM SAID : Away from the Bedouin towns lies Umm Said, the harbour where the pipe-line ends. Here are the storage and refinery buildings, and the homes of the technicians.

On the Qatar Peninsula, in the Persian Gulf, the Shell Oil Company have recently contracted to exploit the rich oil resources there. Though the oil town of Umm Said has only recently been developed, it is expected that within a few years the output there will rival that of the large oilfields in Kuwait. This contract with Shell has brought an immense fortune to the Sheik of Qatar, though at present only a small part of the labour used at Umm Said is drawn from the 40,000 Bedouins who live in the country.

Wealth is not unknown to the Sheik, for already the rich pearl-beds around his shores have provided him with a comfortable dollar income. But Qatar is a land of contrasts. The Sheik's imposing whitewashed palace is built of brick, but all the other houses and huts in the eight towns on the peninsula are of mud or animal hides. Again, the Sheik owns twenty American limousines, but the fresh-water supply is negligible and the local hygiene somewhat primitive. At present foreigners other than technicians are discouraged from entering Qatar, and are forbidden to go into the capital, Doha. Reporters are looked on as spies, and photography is regarded as profane. But sooner or later the newly-acquired wealth of Qatar will no doubt open the door to this mysterious land a little more widely.

On left—

THE PIPE-LINES THAT SPELL A FORTUNE FOR QATAR : Another view of the installations at Umm Said, showing the pipe-lines that go out to the sea.

GANNETS DIVE AND SALMON LEAP

A Page of New Natural History Pictures

THE GANNET—PRIDE OF OUR COASTAL BIRDS: With its wings outstretched to their full span of 6 ft., the gannet is seen in full flight near the Bass Rock, in the North Sea. The gannet's plumage is white, with the exception of a few black feathers on the wings, and a yellowish tinge on the head and neck.

A SALMON'S 8-FT. LEAP ON THE DEE: At the Banchory Falls, a salmon is making a prodigious leap as it swims to the upper reaches of the River Dee. At this time of the year the salmon swim there for spawning. This male salmon shows two of the characteristics of the fish before spawning—the change of colour beneath the belly and the elongated snout. At spawning-time the flanks of the salmon become a dirty-red colour and the belly changes to grey and yellow. Salmon rod fishing ends generally in Scotland at the end of this month.

IT HAS SPOTTED ITS PREY: The gannet makes towards the sea as it spots fish. It flies to a height of 50 to 100 ft., then makes its dive.

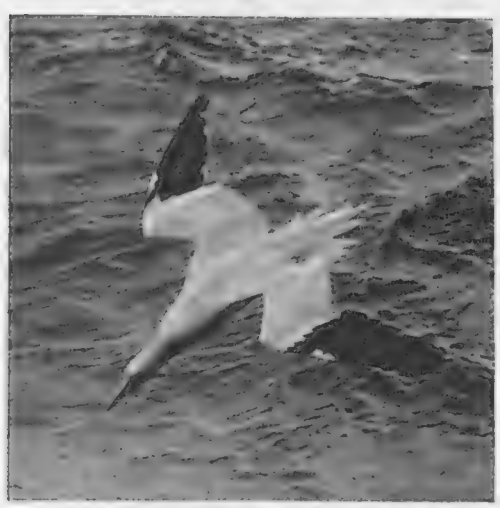
One of the most magnificent of British sea birds is the gannet, which is a common sight around our shores, especially near the Bass Rock, in the Firth of Forth. The birds assemble in large numbers in the early spring at their nesting sites. Only one egg is laid by the female, but that is so closely guarded that sometimes the bird will rather let itself be touched than leave the nest.

The gannet lives on small fish, such as herrings and pilchards. When it has spotted its victims, it uses its incredible speed to come down from high above and swoop down on its victim. After hovering briefly at a height of 50 to 100 ft. it dives into the sea at incredible speed. The dive carries the bird 20 ft. below the surface, where it catches the fish and usually swallows it before surfacing.

It is said that the gannet goes blind after four or five years of high-speed diving, and so gradually starves to death. At one time the gannet itself was hunted for food, for it resembles a goose, and to-day the bird is still hunted in Iceland. But off the coast of Britain these beautiful birds provide a spectacular exhibition of controlled high-speed flying.

JUMPING THE FALLS ON ITS WAY UP-RIVER: An autumn salmon makes its leap at the Pots of Gartness, near Drymen, in Stirlingshire, on its way up the River Endrick to spawn. It was here that thousands of fish were poisoned recently by poachers in the crowded pools.

THE ONE THAT ALMOST GOT AWAY: Mr. John Escobar, of Middletown, Rhode Island, holds up a 59½-lb. striped bass which he caught at near-by Newport. Mr. Escobar used only his rod and reel to land the fish. It is the largest bass to be taken from waters in the area.



FOLDING ITS WINGS AS THE GANNET IS ABOUT TO HIT THE WATER: It uses its wings for controlling direction up to the last moment.

SWOOPING DOWN WITH GATHERING RAPIDITY: The gannet's wings and legs are folded straight back as it flashes into the water.

SPEARING FISH UNDER THE WATER: Mr. Jordan Klein, leader of an under-water fishing expedition at Miami, makes a fine catch. Under-water spear-fishing was carried out recently in the Gulf Stream twelve miles off the coast of Florida. Fishing under water is said to be easier than fishing with rod and line, but considerable athletic ability is required. The breathing aid that Mr. Klein wears is a Scott Hydrolung, which has recently been developed in America, and which is said to be an improvement on the Aqualung, which is a French invention. Breathing in the new lung is effected through a mask instead of a tube.

A HOG-SNAPPER IS CAUGHT: One of the many fishes that can be more comfortably caught by fishing under the water than above is the hog-snapper, regarded as a good eating fish. Under-water fishing has for long been a popular pastime in France, but Mr. Klein's party off Florida is one of the few expeditions who have taken up the sport in the United States. This form of fishing is, however, very strenuous, and is not recommended to those who seek a restful holiday.

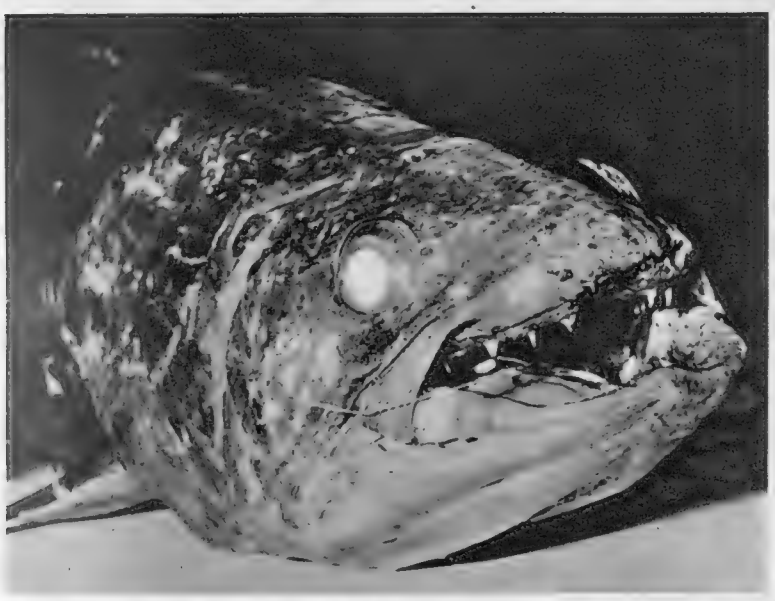
THE THIRD COELACANTH TO BE CAUGHT SINCE 1938 : The 88-lb. fish, landed by a native fisherman in the Comoro Archipelago, is the best-preserved of the three so far. At present it is at the Madagascar Institute of Scientific Research at Antananarivo, but there is a possibility that it may be handed over to Professor J. L. B. Smith, the South African scientist, who led the search for the other two specimens.

NOW ANOTHER COELACANTH

The Landing of the Third "Prehistoric" Fish Off the East Coast of Africa

Towards the end of last month native fishermen fishing round the coasts of the Comoro Islands, off the east coast of Africa, landed a "queer fish" and carried it back to a French expedition in the islands. From there the fish was dispatched with great care to the Madagascar Institute of Scientific Research, where it was identified as a coelacanth, the "prehistoric" fish which was believed to have become extinct 50,000,000 years ago. It is the third specimen to be landed in the same area since 1938, but is in better condition than the other two. All but the skin of the 1938 specimen was lost, while that landed last December was almost complete. For Professor Smith, of Rhodes University, December's catch confirmed his belief that the coelacanth he examined in 1938 was not a hoary survivor from a prehistoric age and that others were almost certainly living in the same area.

Now there is a proposal that the latest catch should be handed over to Professor Smith, for it is he who is conducting the present examination of the second coelacanth, a specimen about 5 ft. long. This examination is expected to reveal the nature of the viscera and muscular structure, while there will be much to be learned of biochemical interest.



PROFILE OF A "PREHISTORIC" FISH—A CLOSE-UP OF THE HEAD OF THE THIRD COELACANTH : The fish is a male and it is 52 ins. long. It is being handled with extreme care.

PRELIMINARY EXAMINATIONS ARE MADE ON THE SKIN OF THE FISH : *Above* and on *left*—Professor Pierre Millot (extreme left), head of the Madagascar Institute of Scientific Research, and his assistants are seen discussing the latest arrival. After being caught the coelacanth was first taken to a French expedition in the islands and then flown by plane to the Institute.

Coventry Rises from the Rubble

A City Steeped in History and Scarred in War; Its Post-war Development is Swift and Sure as Her Citizens Grasp the Opportunities Created by the Blitz

By ROY JENKINS, M.P., with drawings by JACK MERRIOTT

COVENTRY, THE CITY OF THREE SPIRES: The towers of Holy Trinity, the Cathedral and Christ Church are still familiar features of the skyline of Coventry, but the main bodies of the Cathedral and Christ Church have been reduced to ruins. The skill with which the ancient spires have been incorporated into the plan for the new Coventry has won much admiration. Mr. Basil Spence, of Edinburgh, is the designer of the new cathedral into the Scheme of which he incorporates the old cathedral tower.

THE RISE OF THE NEW COVENTRY: The new Garden Square in Broadgate, with its lawns, flower-beds and statue of Lady Godiva in the centre, a reminder of the city's patroness who has brought Coventry so much fame. The square is flanked on the left by Broadgate House, and in the background is a new store rising from its foundations. The Garden Square, which has been laid out on the site of some of the worst devastation in the city, lies to the west of the old Cathedral.

German aircraft made many attacks on Coventry between August 1940 and mid-1942, and after the terrible visitation of November 14, 1940, when they blasted the centre out of the city, the Luftwaffe coined the word "coventrieren" (to coventrate). In the November 14 raid, units of aircraft bombed the city from dusk to dawn, dropping 500 tons of high-explosive bombs and 30,000 incendiaries, among the latter being bombs made in not-far-distant Wolverhampton and captured at Dunkirk. More than 500 civilians were killed in that raid and over 1,000 were injured. Every railway-line was cut, and the transport services rendered useless. The cathedral of St. Michael, a fine edifice in the Perpendicular style, was laid low, but the graceful spire remained. The Guildhall, a fifteenth-century building famous for its beautiful roof of carved oak, fine stained glass and tapestry, largely survived, and round these medieval splendours the new city of Coventry now arises. In the following article Roy Jenkins, M.P. for the Birmingham constituency of Stechford, describes Coventry new and old, and a series of drawings by Jack Merriott and also new photographs illustrate the text. Mr. Jenkins shows in particular how Coventry has grasped the opportunities presented by the Luftwaffe, both in her civic and ecclesiastical rebuilding efforts. Coventry, it may be mentioned, has been honoured specially in Coronation year by the elevation of its Mayor to the status of Lord Mayor.

COVENTRY—AN INDUSTRIAL HUB OF THE MIDLANDS: This sketch-map shows the relationship of the city to her great neighbours; and *inset* is the road plan for the proposed central area of the city, which will have a traffic-free precinct and well-defined open spaces, in marked contrast to the incoherent, unplanned mass represented by the old Coventry. The central road system has been re-designed to meet the needs of business and shopping, and the vital question of car-parking facilities has not been lost sight of.

COVENTRY is the most tumultuous of our modern industrial cities, the nearest English approach to an American frontier town. It is a place of new industry, rapid growth and a largely immigrant population. Although it played no leading part in Victorian industrial development and entered the twentieth century as a modest South Midland town, smaller than Northampton, little bigger than Worcester, it has to-day moved up many places in the hierarchy of large British cities.

If Coventry has absorbed this invasion without taking on too much of the appearance and habits of a mushroom town, it is because of the existence of an urban framework old and firm enough to withstand the heavy additional strain which has been placed upon it. For in becoming one of the great provincial centres of the present day, the city has merely returned to its former importance. In 1043 Leofric, Earl of Mercia and husband of Godiva, founded a Benedictine Monastery there. And around this there grew up a thriving trading community, which by the fourteenth century had become the Midland centre of the cloth trade. In 1345 the town secured from Edward III the first formal grant of incorporation in England, and by 1377 it had become the fourth largest town in the kingdom. At about that time there was begun the cathedral, replacing an earlier church on the same site, and other churches and monastic buildings which still survive.

This was the peak of the city's earlier fame. In the fifteenth century it was amalgamated with its surrounding hamlets to form a county and in the sixteenth century Flemish weavers arrived to give a new impetus to the wool and clothing trades, but this did not long survive. By about 1600 Coventry was entering a long period of relative decline. During the Civil War it achieved little more than the doubtful distinction of giving its name to the expression "to send to Coventry" (it was used as a place of exile for political undesirables). The eighteenth century left only the most sparing of traces upon the face of the city. The nineteenth century left many more—rows upon rows of artisan houses near to the centre of the town, numerous workshops and a few larger factories in the old multi-storied form, and a whole area of stuccoed middle-class villas.

Then came the great modern revival. It began about the turn of the century and was mostly a function of the development of road transport—motor cars and bicycles—although two other major industrial events for Coventry took place at the same time: Courtaulds established their first rayon plant there and the town's principal machine tool company was founded. One of the most famous motor companies had been established as early as 1867; but most of the other principal ones had their beginnings in the '90's or in the first decade of the twentieth century. By 1914 Humber, Hillman, Standard, Daimler, Armstrong-Siddeley, Lanchester, Lea-Francis and Singer were all well-known names in Coventry.

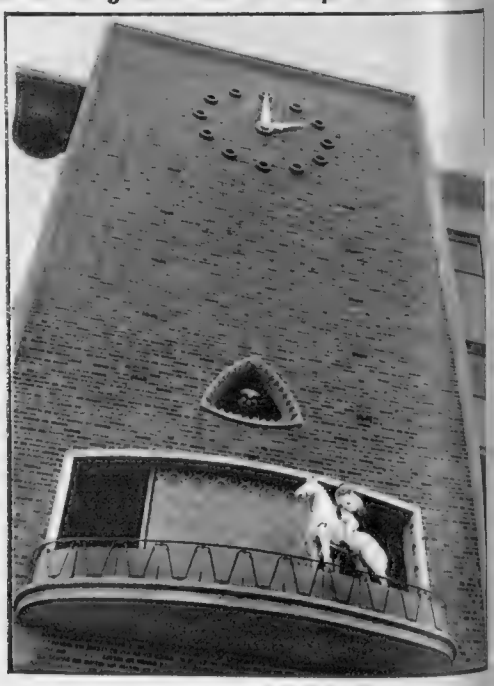
(*Continued on page 58*)

COVENTRY RISES FROM THE RUBBLE

WITHIN THE RUINS OF COVENTRY CATHEDRAL: *Left*—The scene after the bombing in November 1940, and (*right*) an artist's impression of the central space to-da It was announced on August 15, 1951, that the three assessors nominated by the Royal Institute of British Architects to judge the entries in the competitio for the design for the new Cathedral at Coventry had awarded the first prize of £2,000 to Mr. Basil Spence, of Edinburgh, for a design described as "outstanding excellence." In his winning design Mr. Spence preserved intact the ruins of the bombed Cathedral as a memorial garden, placing his new building right-angles to the old and linking the two by an open porch which would be placed on the axis of St. Michael's Avenue, the approach from the centre of the ci

ST. MARY'S HALL, BAYLEY LANE, STANDS BESIDE THE RUINS OF COVENTRY CATHEDRAL: This is one of the finest specimens of a mediæval Guildhall still surviving in Britain. It was begun in 1394 and completed in 1414, and formerly belonged to the Guilds of St. Mary, St. John the Baptist, Trinity and St. Katherine.

RECONSTRUCTION WORK IN BROADGATE: This is Broadgate House, and it was official opened in May of this year by Lord Silkin. The building has been designed b the City Architect, and is the property of the Corporation. It is being us for offices and showrooms, and on the ground floor are shops of various kind

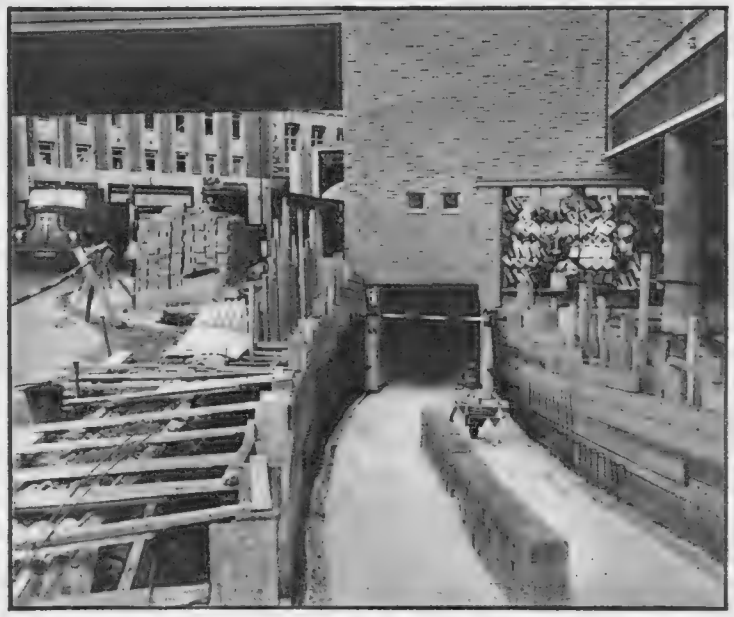


TELLING THE LEGEND OF COVENTRY: The unique ne clock of Broadgate House attracts much attentio among visitors to the new Coventry. As the hou strikes, the equestrienne figure of Lady Godiva appear on the balcony, and Peeping Tom, eyes agog, appear at the window above for a surreptitious stare at th local beauty. *On left*—RECONSTRUCTION WOR AT THE CORNER OF BROADGATE: The positio of the clock on Broadgate House is clearly see

BOND'S HOSPITAL, IN HILL STREET: Founded by Thomas Bond, draper, of Coventry, in 1506 as an almshouse for the poor, it is still used for the same purpose. Hill Street lies in the central area of Coventry, where there are still surviving many picturesque old timbered houses.

THE NOBLE SPIRE OF CHRIST CHURCH: Only the tower and steeple now remain of this church. By coincidence, those parts of the church built by the Greyfriars in the fourteenth century which escaped destruction at the Dissolution also survived the bombing.

THE ANCIENT RUINS OF THE BENEDICTINE MONASTERY: These remains were part of the thirteenth-century Cathedral Church belonging to the Priory founded by Leofric and Godiva. The exact size of the church is not known, but it was very large and it is said to have carried three handsome spires.



ROAD-SAFETY MEASURES INCORPORATED IN THE REBUILDING OF BROADGATE: This subway will have, in addition to the usual stairs, a ramp for the use of mothers who are wheeling their prams.

CONSTRUCTING THE NEW WOOLWORTH'S: This is part of the building scheme in the shopping precinct, where there will be a broad pedestrian way with shops on each side. The precinct will include stores, shops, restaurants, offices and arcades. Canopies will protect the shopper from the weather.

THE OLD PEOPLE HAVE NOT BEEN FORGOTTEN IN THE PLANNING OF THE NEW COVENTRY: These cottages have been built for them in the Tile Hill neighbourhood unit. Coventry has five homes for old people, two of them outside the city boundary.

Coventry Rises from the Rubble

FORD'S HOSPITAL, GREYFRIARS LANE, IN ITS RECONSTRUCTED FORM: Until it was seriously damaged by bombing in 1940 and 1941, this timber-framed building was considered to be one of the most perfect specimens of sixteenth-century domestic architecture in the country. It was founded in 1529 by William Ford, a Coventry merchant, and served as an almshouse for women from the time of its building. Recently, the building has been reconstructed and is still a gem of architecture.

SOME OF THE FOUR-STOREY FLATS IN THE TILE HILL NEIGHBOURHOOD UNIT: Coventry is still an expanding city, due in very large measure to the attraction of the relatively high wages paid in the car industry, and it is therefore necessary to plan for a much-increased population. Tile Hill lies to the west of the city centre. It is a completely-planned neighbourhood, and trees and woodlands in the vicinity are being carefully preserved. At the moment Coventry has more than 13,000 applicants on its housing list, and the great problem is to increase the building labour force as quickly as possible in order to deal with this situation.

(*Continued from page 55*)

On this basis the city was a natural centre for munitions production during the First World War. As such it received an influx of 30,000 immigrant workers many of whom did not return to their homes when the war was over. Coventry's population was moving swiftly upwards, and this development was carried further in the '20's and '30's when the rapid growth of the Coventry trades coincided with depression and unemployment in the other industrial areas. It was not only that the established car firms (and one or two new ones, like Jaguar) expanded into very large businesses. In addition a proliferation of motor component and accessory firms came into being, rayon production expanded, and the aircraft, radio and telephone industries gained a firm footing. Towards the end of this period the pattern of British motor production took on the shape which it has retained until the present day, and it became possible clearly to see Coventry's position in it. Of the "big six," which accounted for 80 per cent. of the nation's passenger car output, two were in the city, and another one had important contributory plants there. In addition, a number of the most famous of the more specialised car plants were located in Coventry and new component and accessory businesses were continually coming into existence. There was also considerable manufacture of motor-cycles and commercial vehicles.

In the Second World War there was again a sharp switch to armament production, this time with a concentration upon aircraft work, and another influx of labour. After 1945 passenger car manufacture quickly re-established itself, and this, combined with the general engineering boom, gave the city a still greater prosperity than it had enjoyed in the '30's. The seasonal variations in activity, geared to the date of the annual Motor Show, which had been a feature of the pre-war car trade, no longer persisted, but one of its results—a high-level of piece-rate wages—continued in existence. Partly in consequence, Coventry not only offered more jobs in relation to the number of workers available than almost any other place in the country; it also offered a higher rate of pay. It was a boom town, and a magnet to the rest of the country, the drawing-power of which was limited by little other than the shortage of houses in which to live. In 1950 the city's output of passenger cars was more than 100,000; 37 per cent. of the working population was engaged in vehicle manufacture.

A REMINDER OF THE DARK DAYS OF 1940 : A blitzed building in Coventry after the great blitz of November 14. Within a month of that raid Coventry Council had set up a committee charged with the task of redeveloping the city.

THE RISE OF A NEW ESTATE : An ancient pond and existing trees in the midst of one of the new housing areas of Coventry. In the background are four-bedroom houses. The new houses are being planned in accordance with the needs of the varying sizes of families on the housing list. The Development Plan includes two comprehensive residential redevelopment areas within the city boundary.

By the nature of its industries, Coventry would therefore be one of the most contemporary of English towns. Its modernity is made still more pronounced by the brutal pruning which it received during the war. On the night of November 14, 1940, the city suffered one of the most dramatic of all the air raids upon Britain. The destruction was such that Coventry gave a new verb—coventrieren: to destroy by massed attack—to the German language. 554 people were killed; many more were rendered homeless. The cathedral was reduced to a shell. Much of the shopping centre was obliterated. Many industrial plants were put out of action.

Out of this sudden tragedy has arisen a great new opportunity for Coventry. And the indications are that those responsible for the city's affairs are making full use of it. Within a month of the raid a committee of the City Council charged "to secure a worthy planning and redevelopment of the city" had been set up. It was not able to begin to give physical shape to its work until 1947, but the results are already striking and encouraging. Broadgate, a central area, close to the ruined cathedral, has been laid out as a large island garden with a bronze statue of Godiva—a dominating legendary figure in the town—in the centre. More adventurous is the L-shaped block of shops and offices—Broadgate House—which adjoins the garden on two sides and forms an archway over one of the main streets of the city. This is now completed and includes a magnificent mosaic by Rene Antonietti, of Geneva. It is a building of considerable distinction, well suited to the centre of a large town. Other plans which are proceeding, although at a much less advanced stage than the Broadgate scheme, include those for the provision of a shopping precinct, a broad, arcaded pedestrian way, with department stores, smaller shops and restaurants. The idea for two-decker shopping allows of a complete tour of shops at first-floor level without the shopper descending to the ground. The precinct will be built in a style similar to Broadgate House, and will run away from it at right-angles. When it is completed, together with another building, already further advanced, Coventry will be unique amongst English towns in possessing a centre which is both homogeneous and contemporary.

The ecclesiastical authorities are also making eager use of their new opportunity. After the destruction in 1940 of the old cathedral—the walls of which are still standing and which is now laid out as a magnificent open-air shrine, with mown grass and gravel paths in what was previously the nave—many voices were raised to suggest that no replacement was necessary and that the adjacent Parish Church of Holy Trinity could meet all the needs of the diocese. Those responsible rejected this view, however, arguing that a cathedral church "by the nobility of its size and design, as well as by its beauty and grace . . . must stand out above all other buildings, domestic, civic, industrial and religious, and so express the presence, majesty and glory of God in the midst of people." A competition was accordingly held for a design for a new cathedral, and in 1951 it was announced that the entry of Mr. Basil Spence had been chosen. His design is firmly in the modern idiom. A lofty and spacious

WAREHOUSES ALONG THE GRAND UNION CANAL : The canal, passing through Coventry, proceeds to Oxford and thence to London. This waterway is not quite as busy now as in former years, and the warehouses alongside the wharf suffer accordingly. The importance of Coventry's canals has been continuously decreasing, and at the present time an average of only fourteen boats a week use the length of canal that comes within the city boundary. The canals may in future provide facilities for pleasure boating.

building in the traditional pink-grey sandstone of Coventry, surmounted only by the most slender of spires, is to be created, abutting on to the existing ruin. Two circular chapels, attached to the main building like tugs to a liner, one for the Guilds of the city and the other called a Chapel of Unity and intended for the use of the Free Churches as well as for those of the Anglican faith, are a feature of the design.

So far building has not begun, but stone is being prepared in the quarries. An interesting foretaste is provided by the scale model which is housed beneath the surviving spire of the old cathedral. When this model is translated into a great new church much controversy will no doubt be aroused. There will be many to whom, in the words of the Provost of Coventry, "it may not at first look like a cathedral." But it will be beyond dispute that the city will then possess one of the most architecturally exciting buildings to be erected in England since the war.

But the Coventry of to-day must not be forgotten in visions of the Coventry of five years ahead. And after looking at the model of the new cathedral one can easily obtain the best picture of the existing city by mounting the spire of the old. There, from a height of 250 ft., the whole of the built-up area can be seen, for, despite all the recent growth, Coventry is still of modest size, with no vast conurbation sprawling out beyond its civic boundaries. In the foreground are the new buildings of Broadgate and the two other medieval pinnacles which, with that of the cathedral, gave Coventry its title of "the city of the three spires." Visible, too, are many ugly spaces, torn out in the great air-raid and still unfilled. A little farther away are the rows of dingy nineteenth-century cottages, interspersed by tall workshop chimneys. In this connection there is satisfaction in the thought that Coventry is giving a lead in regard to smokeless zones. And then, beyond in most cases, are the great new engineering factories, surprisingly dispersed and delightfully clean, and, on the periphery of the town, the red-brick of the many new housing estates.

It is now nearly 100 years since Tennyson came and wrote:

> "I waited for the train at Coventry;
> I hung with grooms and porters on the bridge,
> To watch the three tall spires."

And although to-day he could still see the three spires and would find the station little improved (as is perhaps appropriate in a place which has contributed so much to the relative oblivion of the railways), it is doubtful if there is any town in England in which he or another Victorian would feel less at home. Coventry is essentially new.

THE MIRACULOUS WEEPING MADONNA OF SYRACUSE

Italians Flock in their Thousands to Seek the Cures which Her Tears are Reputed to Perform Daily

THE FERVOUR OF THE CROWDS IN SYRACUSE WHICH DAILY BESIEGE THE PRECINCT WHERE THE WEEPING MADONNA IS EMBOWERED IN FLOWERS : *Left*—A crippled peasant woman, placed on a low wall in front of the Madonna, implores the Virgin Mary to grant her health again. *Centre*—A mother bathes the eyes of her blind son with a piece of cotton-wool impregnated with the tears of the Madonna. *Right*—A priest holding up a sick child before the Madonna. Moisture is continually being emitted from the eyes of the Madonna, and it is said that its healing properties have been demonstrated in a series of miracle cures. Under analysis, the moisture has shown itself to possess the chemical composition of human tears. At the time of writing, the Vatican has made no pronouncement regarding the weeping Madonna, a simple terra-cotta figure which was purchased by a Sicilian peasant woman, who, on hanging it over her bed in Syracuse, claimed that she had seen it emit tears.

Every day tens of thousands of the faithful crowd the streets of Syracuse, in Southern Sicily, fighting their way to the Via Degli Orti, where the miraculous "Weeping Madonna" is on public display, surrounded with flowers and white lace. The simple, terra-cotta work was purchased by a Sicilian peasant woman who, on hanging it over her bed, claimed she saw tears drop from the face of the Madonna. Word spread through the town that the tears would perform miracles, and soon thousands of ailing Sicilians were eager to get at least a look at the miraculous Madonna. The Madonna has been placed on the wall outside the building in the Via Degli Orti, and while priests and monks tend the sick and guard the small work of art, hundreds claim that they have been cured when touched with a piece of cotton-wool or a handkerchief previously held to the face of the Madonna. But though more and more faithful arrive daily, hoping for a miracle to cure their ills, the Vatican has maintained complete silence on the case, while local priests and officials say that at least ten persons are cured daily—either by a "miracle" or by a simple act of faith.

One local doctor, who has been investigating the miracle-working Madonna, declares that the substance emitted from the eyes has the chemical composition of human tears. Dr. Vincenzo Cananzi, of Messina, has confirmed this analysis and his report has been printed in the Italian newspaper, *Gazetta del Sud*.

The phenomenon first occurred on August 29 in the house in the Via Degli Orti, in Syracuse. Since then a host of stories have circulated about it. One concerns Signora Bonafede Lo Presti, of Messina, who went to Syracuse to see what was happening. She obtained a wad of cotton-wool wet with the Madonna's tears, but found during the railway journey home that the tears continued to well up and the purse in which she carried the wad became soaked. In Messina her husband put the cotton-wool in a phial, but when Dr. Cananzi removed some of it to make his analysis the phial miraculously filled up again. Already the weeping Madonna has become a legend in Sicily and sooner or later it is expected that the Roman Catholic Church will have to make some pronouncement in the matter of an official character.

The miracle is in some ways reminiscent of the annual event in Naples Cathedral, when the blood of martyred St. Januarius is placed on public display until it liquefies. The liquefaction is regarded as a good augury by the people of Naples, and arouses tremendous feeling in the city.

BY SPECIAL TRAIN THE PILGRIMS ARE POURING INTO SYRACUSE : They have arrived to see the weeping Madonna. Among the pilgrims are many afflicted people who believe that they will be cured by contact with the Madonna's tears.

ROSARIO PINO HAS SEEN THE VISION OF THE VIRGIN MARY : This girl, seen standing between two of her friends, comes from the village of San Sabo, in Sicily, and has told the villagers that the Virgin Mary will cure a paralytic baby in the village. Her vision was made known shortly after the news of the weeping Madonna began to spread.

THE COMMERCIAL ASPECT OF THE SYRACUSE MIRACLE : This Sicilian is earning an average of £5 daily by selling his photographs of the weeping Madonna.

WADS OF COTTON-WOOL IMPREGNATED WITH THE MADONNA'S TEARS AND BLESSED FLOWERS FROM THE SHRINE OF THE MADONNA ARE HANDED TO THE PILGRIMS : Priests standing by the wall near the Madonna's shrine meet the demands of the people.

THE OPENING OF A NEW LEGAL YEAR

Judges of the High Court Attend Traditional Services at Westminster on the First Day of the Michaelmas Law Sittings

THE LORD CHANCELLOR GOES IN PROCESSION TO ST. MARGARET'S CHURCH, WESTMINSTER, FOR THE CUSTOMARY JUDGES' SERVICE ON THE FIRST DAY OF THE MICHAELMAS LAW TERM: Lord Simonds, in robes and full-bottomed wig, is preceded by the Mace and his Purse-bearer. It was the first time that the service was not held in Westminster Abbey. Also present at St. Margaret's were judges, barristers and other members of the legal profession, while their Roman Catholic brethren attended another service at Westminster Cathedral. Later, at the Royal Courts of Justice the Lord Chancellor sat in the Chancery Division for the hearing of applications.

THE LORD CHIEF JUSTICE AND LORD JUSTICE MORRIS ARRIVING AT WESTMINSTER: Lord Goddard has held his present post since 1946, and Sir John Morris has been a Lord Justice of Appeal since 1951.

JUDGES OF THE HIGH COURT OF JUSTICE, PROBATE, DIVORCE AND ADMIRALTY DIVISION: Mr. Justice Davies, who was appointed in 1952, and Mr. Justice Collingwood, who was appointed two years earlier.

THE WIND PLAYS HAVOC WITH THE JUDGES' ROBES AS THEY WALK TO THE PALACE OF WESTMINSTER: In the centre of the group is Miss Rose Heilbron, Q.C. Second from right is Mrs. Helena Normanton.

A DIGNIFIED PROCESSION THROUGH THE STREETS OF WESTMINSTER: The judges were on their way from St. Margaret's Church to the House of Lords to attend the Lord Chancellor's breakfast. In the background of this picture is the majestic pile of Westminster Abbey, which is still in the hands of the Ministry of Works following its use for the Coronation service.

THE PROCESSION OF ROMAN CATHOLIC JUDGES TO WESTMINSTER CATHEDRAL: Led by the Mace-Bearer, Mr. Justice Wallington, Mr. Justice Lynskey and Mr. Justice Barry, the judges are seen about to enter the Cathedral for Mass. Presiding at the service was Cardinal Griffin.

MICHAELMASTIDE IN LONDON

Traditional Ceremonial at Guildhall for the Election of London's New Lord Mayor and Sheriffs; Two New Bishops Consecrated at Southwark Cathedral; the Bishop of London Lays a School's Foundation Stone; a Tower Ceremony; and a New Bank Site

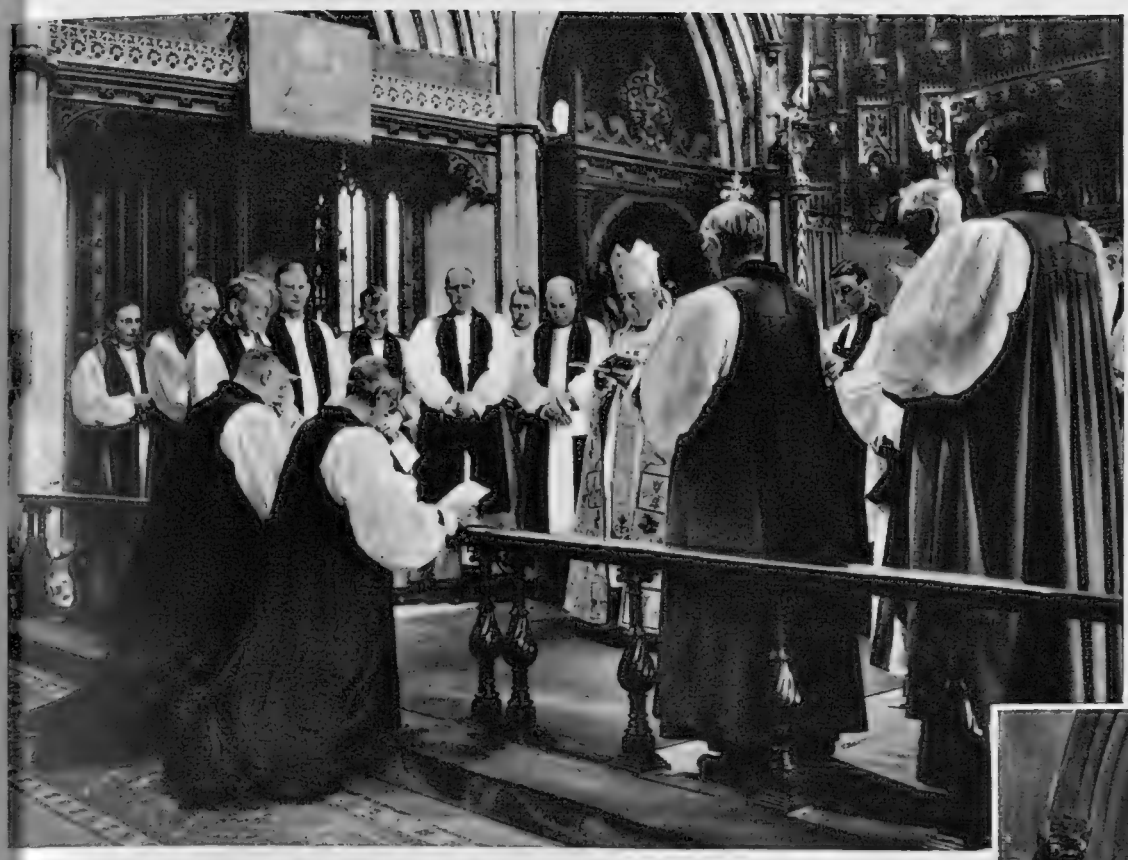
THE FIRST OF LONDON'S TRADITIONAL LATE SEPTEMBER CEREMONIES—THE ELECTION OF TWO NEW SHERIFFS OF THE CITY OF LONDON ON THE EVE OF MICHAELMAS: Mr. E. V. M. Stockdale and Mr. Norman Tremellen, preceded by their Under-Sheriffs and Chaplains, go in procession to Guildhall for their elections, held in the presence of the Lord Mayor of London and Aldermen. Standing on a dais spread with sweet herbs "to keep away the Plague and evil smells of the City," the two new Sheriffs took the oath, dating from the reign of the first Elizabeth, faithfully to serve Queen Elizabeth II, and then received their gold chains of office from the retiring Sheriffs, Sir Harold Gillett and Sir Sydney Fox.

CEREMONIAL IN THE PARTLY-RESTORED GUILDHALL: The retiring Sheriffs are seen placing the gold chains on the shoulders of their successors. This ceremony followed the administration of the declaration of office made by the Town Clerk.

A CHORUS OF "ALL" AND A SHOW OF HANDS FOR SIR NOEL VANSITTART BOWATER: **This picture was taken just after the Common Serjeant had read Sir Noel's name on the list of Aldermen "below the chair who have served the office of Shrievalty."** The ceremony of the election of the new Lord Mayor took place in the presence of over 600 Liverymen and many distinguished guests. At the start of the proceedings the present Lord Mayor arrived with the Aldermen and Sheriffs and took their places on the platform. All carried sweet nosegays, while the floor was again strewn with sweet-smelling herbs. Then Sir Rupert and all those who have passed the chair retired to the Aldermen's court room while the choice was made, returning again when Sir Noel had been chosen by those with power to vote. To signify that the election had been approved, Sir Noel walked with Sir Rupert from the Court Room and then took his place on the platform. In his speech Sir Noel said that he would particularly devote himself to accelerating rebuilding of bomb-damaged parts of the City. He is the third member of his family to become Lord Mayor, being appointed fifteen years after his father. In business he is joint managing director of the Bowater Sales Co. and a vice-chairman of the Bowater Paper Corporation.

LONDON'S NEXT LORD MAYOR LEAVES GUILDHALL TO MEET HIS CITIZENS: Sir Noel Vansittart Bowater, Alderman of Castle Baynard and Vintner (second from right), seen with the Lord Mayor, Sir Rupert De la Bère, and other officials.

THE BISHOP OF LONDON LAYS THE FOUNDATION-STONE OF A NEW CHURCH SCHOOL IN THE GROUNDS OF FULHAM PALACE: **The Right Rev. J. W. C. Wand is seen addressing the congregation during the ceremony of laying the foundation-stone of St. Mark's Secondary Modern Church of England School, which is being built in the grounds of his home.** ***On right*—Watched by boys of St. Mark's, the Bishop taps the stone into position.** Until the school is ready in September of next year, the boys will continue their studies in Chelsea, where they form the secondary school attached to St. Mark and St. John's Training College. The cost of the new building is being borne largely by the Diocese of London.

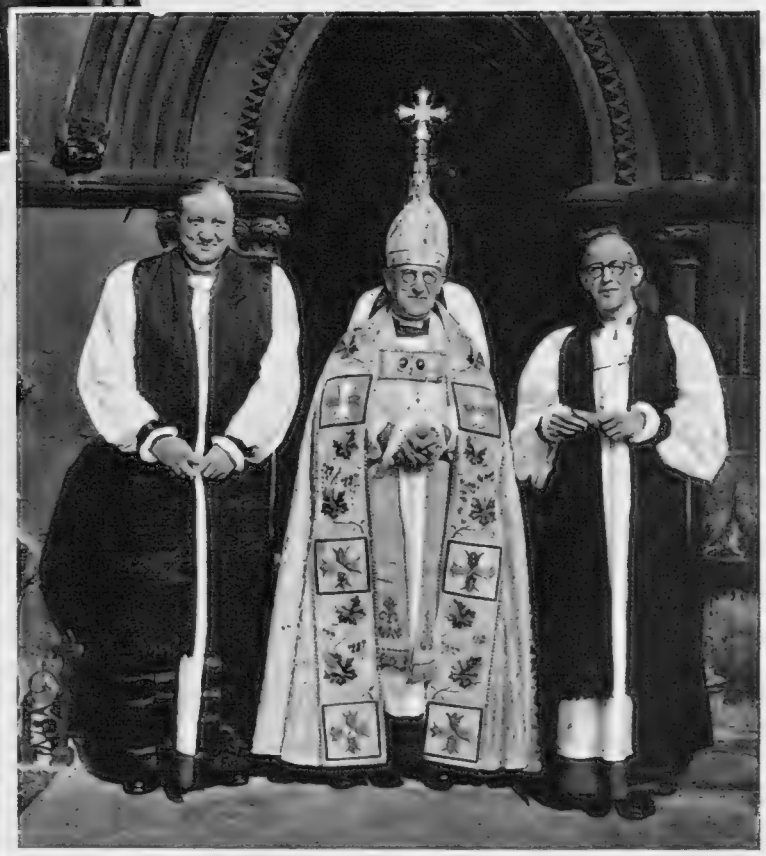


On left—

THE CONSECRATION OF TWO NEW BISHOPS AT SOUTHWARK CATHEDRAL: The scene before the Altar as the new Bishop of Lichfield and Bishop Suffragan of Thetford knelt at the Communion rails to receive the Archbishop's blessing during the Michaelmas Consecration. Grouped round the Sanctuary are the Assisting Bishops, who also laid their hands upon the heads of the Bishops-elect.

As both Westminster Abbey and St. Paul's Cathedral were occupied, the Abbey still in the hands of the Ministry of Works and St. Paul's being used for London's Michaelmastide Ordinations, last week's Consecration Service took place at the Cathedral Church of St. Saviour, Southwark. Being consecrated to the office of Bishop were the Rev. Canon Arthur S. Reeve, formerly Vicar and Rural Dean of Leeds, as Bishop of Lichfield, and the Very Rev. Martin P. G. Leonard, formerly Provost and Rector of St. Mary's Cathedral, Glasgow, as Bishop Suffragan of Thetford in the Diocese of Norwich. In addition to the Archbishop of Canterbury there were many other Bishops present in the Sanctuary, all of whom took part in the laying-on of hands while two of their number read the Epistle and Gospel in the Celebration of the Eucharist and four others presented the two Bishops-elect to the Primate. For Canon Reeve the service at Southwark was the third special service in which he had participated, for it was there in 1931 that he was ordained to the priesthood one year after being admitted as Deacon. Since then he has held livings in the Dioceses of Southwark, Winchester and Ripon, being appointed Vicar of Leeds in 1943. The new Bishop Suffragan of Thetford, who was ordained priest in 1914, was a chaplain during the First World War. He has also been Chaplain of Cheltenham College, Toc H, and of St. Francis Home, Holywell, and Rural Dean of Hertford.

THE PRESENTATION OF BRITISH EMPIRE MEDALS AT A CEREMONY HELD IN THE GROUNDS OF THE TOWER OF LONDON: The presentations were made on behalf of the Queen by Lieut.-General G. K. Bourne, G.O.C.-in-C., Eastern Command, and the ceremony took place in the open square by the White Tower. There were 46 recipients all told, 26 military and 20 civilians. The majority of the civilians are East Anglians who won their awards for their work during the East Coast floods. Among the military personnel were men who had won the B.E.M. in Malaya and Korea.



AFTER THE SERVICE: The Archbishop of Canterbury seen outside the Cathedral with the Bishop of Lichfield (left), the former Canon A. S. Reeve, and the Bishop Suffragan of Thetford, the former Very Rev. M. P. G. Leonard.

PREPARING THE SITE FOR THE NEW BANK BUILDINGS NEAR ST. PAUL'S—THE VIEW FROM THE STONE GALLERY OF THE CATHEDRAL: The new Bank of England buildings are to be erected east of the Cathedral almost up to the car-park just below the shell of St. Mary-le-Bow. The area in the first phase of the programme will be bordered by a curved road across the vacant space in the foreground, along Watling Street (immediately to the left of the tower of St. Augustine's Church), past Friday Street (with cars parked in a single line), thence to a widened Bread Street (where the shell of a bombed building is being demolished), and, left, to the tall buildings that border Cheapside. The accommodation will be used by departments of the Bank now housed in different parts of London.

VIVIEN LEIGH RETURNS

AND VERDI'S "LUISA MILLER" IS PRODUCED IN LONDON FOR THE FIRST TIME SINCE 1874

VIVIEN LEIGH AND LAURENCE OLIVIER IN "THE SLEEPING PRINCE": A scene from Terence Rattigan's new play, which opened at the Opera House, Manchester, before coming to London next month. Vivien Leigh plays the part of a young American actress who, in 1911, finds herself "detained" in a foreign Legation in London by a Grand Duke (Sir Laurence Olivier).

After an absence of six months Sir Laurence and Lady Olivier have returned to the stage—one of the most welcome events of the autumn season. It was in March that Vivien Leigh flew home from Hollywood suffering from a severe nervous illness. From her performance in Manchester last week it would appear that she has made a remarkable recovery.

The play that has been chosen for her return is a new comedy by Terence Rattigan, *The Sleeping Prince*. The scene is set in London in the Coronation year of 1911, where a young American actress (Vivien Leigh) finds herself at the mercy of a Grand Duke (Laurence Olivier) at the Carpathian Legation. The comedy will move from Manchester to London next month.

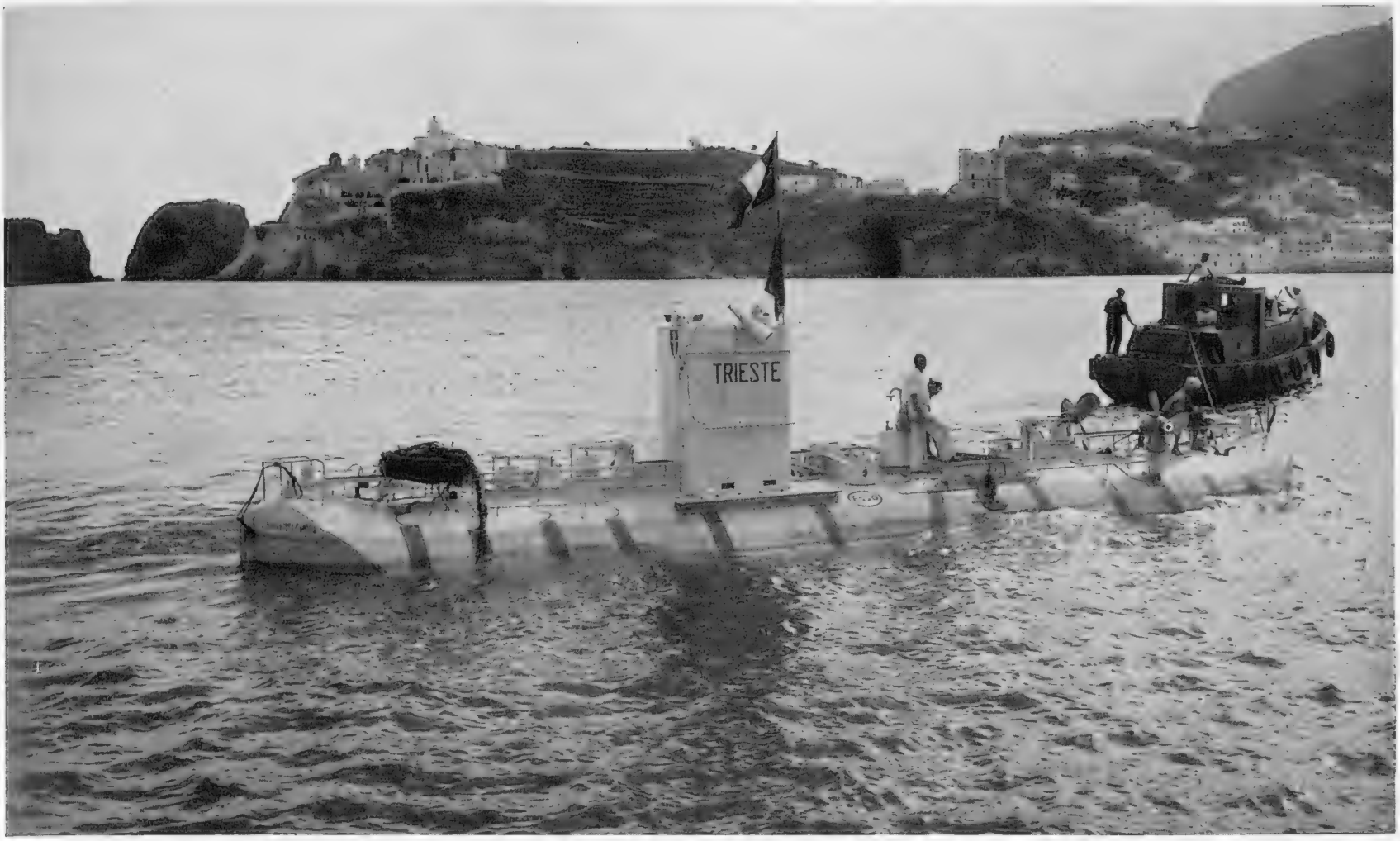
THE OLIVIERS MAKE A WELCOME RETURN: Vivien Leigh, with a charming American accent and a blonde wig, and her husband, Laurence Olivier, with monocle and Ruritanian diplomacy, in a scene from *The Sleeping Prince*.

Above—

"LUISA MILLER," AT SADLER'S WELLS: Oreste Kirkop as Rodolfo, the lover, and Victoria Elliott, who plays the title-role in Verdi's opera, *Luisa Miller*, now being performed at Sadler's Wells. It was at Sadler's Wells that the opera received its first performance in 1858.

On right—

THE NEGLECTED VERDI OPERA IN REHEARSAL: Count Walter (David Ward) talking to two members of the Sadler's Wells chorus during the rehearsals of *Luisa Miller*. The opera has long been neglected, and was last performed in London in 1874. David Ward has been promoted to sing in his first big part.



PROFESSOR PICCARD AND HIS SON JACQUES BREAK THE WORLD DEEP-DIVE RECORD : The Italian-built bathyscaphe, *Trieste*, in which the Professor made his dive, seen off the coast of Ponza Island, in the Tyrrhenian Sea, where the dive was made. The depth to which the bathyscaphe descended was 10,334 ft., which easily eclipsed the previous record set up by Commander Houot, of the French Navy, who reached a depth of 6,890 ft. The attempt on the world record, which has received much publicity during recent weeks, took place in a calm sea and the bathyscaphe was submerged for exactly two hours and fifteen minutes. Upon their return to the surface, the Piccards said that the darkness at 10,000 ft. was absolute, and that a powerful searchlight did little to relieve the gloom. The two observers saw minute points of phosphorescent light pricking the darkness in places, proving that there was some sort of life existing at that depth. The sea, at 10,000 ft., was quite calm and there were no treacherous currents noticeable. Temperature in the observation cabin underwent no great change. Professor Piccard is planning to take his bathyscaphe to some other part of the world, where an even greater depth may be attained.

PROFESSOR PICCARD PLUMBS the DEPTHS

Pictures of the Record-breaking Dive of 10,334 ft. into the "Tyrrhenian Pit" in the Sea off Ponza

CONGRATULATIONS FROM THE ITALIAN NAVY : Professor Piccard is seen with Admiral Massimo Girosi, of the Italian Navy, which has given the Professor a great deal of help in his undertaking.

THE RETURN TO THE SURFACE AFTER A RECORD DIVE : The sixty-nine-year-old Professor and his son (wearing life-jackets) are seen being assisted from the bathyscaphe after the dive, which was made into the "Tyrrhenian Pit," the deepest area of the Tyrrhenian Sea.

On left—

WELL-EARNED REFRESHMENT AFTER A VERTICAL JOURNEY OF NEARLY TWO MILES : Professor Piccard and his son Jacques are seen enjoying a drink on their return to the surface after reaching a record depth of over 10,000 ft.

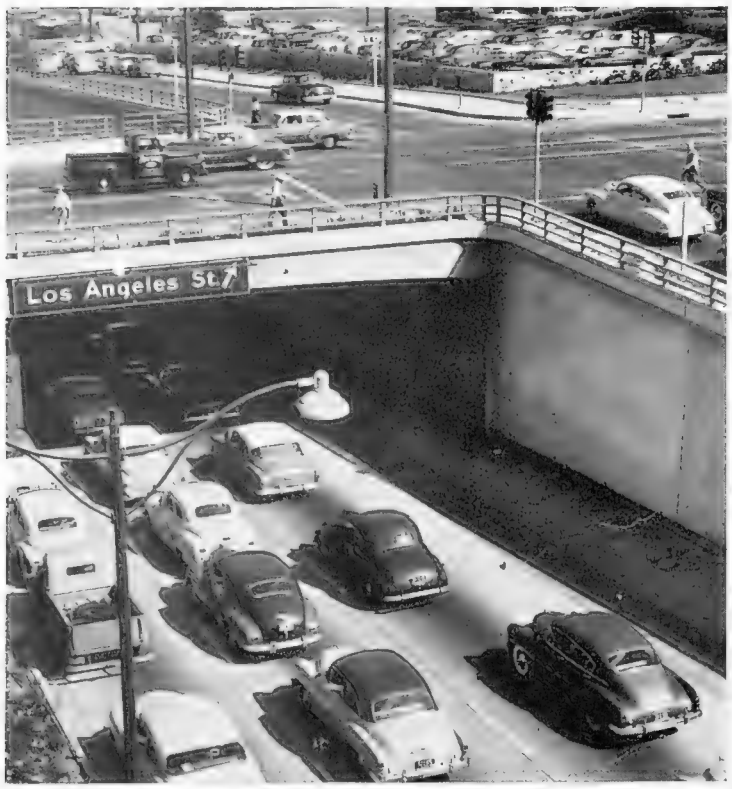
THE BATHYSCAPHE LEAVING PONZA FOR THE RECORD DIVE : The hull of the bathyscaphe contains liquids which enable the vessel to return to the surface after a dive. The observation cabin is a spherical construction suspended below the hull.

LOS ANGELES Has a MIGHTY TRAFFIC PROBLEM

Despite the City's Great New High... System She Cannot Cope with the Flow... Motorists Without a High Accident ...

No district is growing quite so fast in the United State... Los Angeles. Almost 30 per cent. of the total conce... tion in the country is taking place in this area, and with... enormous expansion comes one of the world's biggest t... headaches. Los Angeles covers an area of 50 square ... it has well over 3,500,000 inhabitants, and increasing l... rate and immigration adds another new 1,500 citizens ... week. The main trouble is lack of public transport; t... are no underground railways, and the tramcars and buse... not constitute an efficient, well-conducted overground sys... although there are, including tramways, 1,000 miles of u... urban electric lines. The constant danger of earthquake... against an underground system being built, and when the... proposes a bond issue to pay for any transportation pro... the voters turn it down as too expensive. So everybod... a car—or nearly everybody. There are over 2,000,000... in the district, which has brought the accident rate to ... the highest in the United States—1,000 kill..d and ... injured every year. To improve this impossibl... situation... city of Los Angeles and the State of California have init... a grandiose system of roadways which criss-cross the city ... facilitate approaches to the down-town area. But construc... cannot keep pace with the constant increase in the numbe... cars, and at any rate there is only limited park..ng-space w... they do reach the city centre. Los Angeles, l..ke many ... cities, must think up another answer to this most acute prob...

THE LOS ANGELES—SANTA ANA FREEWAY AT THE POINT WHERE IT PASSES BENEATH THE UNION PACIFIC RAILROAD : This overhead view shows the Freeway running down the centre of the picture, and leading to it are tributary roads. In less than half a century the population of Los Angeles and district has risen from fewer than 250,000 to more than 3,500,000, and in this wealthy area nearly everyone is a car-owner, hence the present-day traffic chaos.



THIS HELPS TO AVOID SOME OF THE TRAFFIC CHAOS IN DOWN-TOWN LOS ANGELES : Cars in an underpass beneath one of the main streets of Los Angeles. Paris has also adopted this system on her northern perimeter, and it has proved most time-saving.

THE APPROACH TO LOS ANGELES HARBOUR AND THE CITY OF LONG BEECH : This highly complica... network of roads is typical of the Los Angeles district, which has concentrated on the proble... of making possible high speed and safe driving for its tens of thousands of motori...

V FREEWAY BRIDGE IN THE CITY OF PASADENA: This bridge is ... construction at a point parallel to the old two-lane bridge on ...ight. The new bridge will handle six lanes of fast-moving, long-...ce traffic. The old bridge will now serve local needs. Pasadena ... of the satellite cities which are grouped round Los Angeles.

A FORK IN THE MAIN FREEWAY OUTSIDE HOLLYWOOD: Cars on the left are sweeping down through a tunnel towards a subsidiary road. *On right*—**IN DOWN-TOWN LOS ANGELES:** Cars speeding in and out of the city in well defined lanes. In the background are the Federal Building, the California State Building and the City Hall.

HOME NEWS IN PICTURES

The John Cobb Memorial in Inverness-shire; The L.C.C.'s Housing Progress; Ninety-five-year-old Redwoods on a Welsh Estate; The Adventures of Richard Pape

SCOTLAND'S MEMORIAL TO JOHN COBB—THE UNVEILING OF THE HIGHLAND CAIRN AND PLAQUE AT LENIE, GLEN URQUHART, INVERNESS-SHIRE: *Left*—A general view of the ceremony, showing the cairn erected in a position overlooking the measured mile where John Cobb's boat, *Crusader*, blew up after travelling at 206 m.p.h. on September 29, 1952. *Right*—The inscription after its unveiling by Mrs. Eileen Holloway, John Cobb's sister. Standing on the other side are Lieut.-Colonel G. M. Malcolm, president of the G.U. Rural Community, whose members subscribed for the memorial, and Pipe-Major D. MacLeod, Seaforth Highlanders, who played the Lament.

COMMEMORATING THE COMPLETION OF THE 1,000TH DWELLING AT THE SURREY "BABY TOWN" OF MERSTHAM: Watched by local residents, Mr. A. Reginald Stamp, chairman of the L.C.C. Housing Committee, shovels earth on to the roots of a commemorative tree during the ceremony. Later Mr. Stamp made a tour of the estate, now part of a new dormitory suburb.

THREE-STORIED FLATS AT MERSTHAM: In the foreground is a high block almost ready for occupation, while in the right background work goes ahead on the construction of other dwellings. Merstham is only a short distance from Redhill.

REDWOOD TREES IN MONTGOMERY: Members of the Society of Foresters of Great Britain inspect the redwood trees on the estate of Mr. C. P. Acker at Leighton, near Welshpool, Montgomery. These magnificent evergreen trees, which come from California, are ninety-five years old, and were brought over from America as seedlings in pots. There is also a young plantation of redwood trees on the estate.

GENERAL CARPENTIER ARRIVES FOR TALKS IN LONDON: General Marcel Maurice Carpentier, Commander-in-Chief, Allied Land Forces in Central Europe, arriving at London Airport on a two-day visit to London. During his stay General Carpentier, who was only recently appointed to his new post, had talks with Lord Alexander, the Minister of Defence, and Sir John Harding, Chief of the Imperial General Staff. General Carpentier was accompanied by his Chief of Staff, Major-General J. R. Cochrane, who is British.

THE NEW HEAD OF LONDON TRANSPORT TAKES OVER: Mr. John Elliot, the newly-appointed chairman of the London Transport Executive, with Mr. John Cliff (left), the deputy chairman, when he took up his appointment in London. Immediately after taking over, a full meeting of the Executive was held. Mr. Elliot succeeds Lord Latham as the head of London's transport, and will receive £7,000 a year. He had been chairman of the Railway Executive—which came to an end last month—since January 1951. Mr. Elliot, who is fifty-five, served in the 3rd Hussars in the first World War, and then entered journalism. He joined the Southern Railway in 1925 to take charge of public relations and advertising. He became acting general manager in 1947, and in 1949 visited Australia at the request of the Government of Victoria to advise on rail and road transport there. One of the problems confronting the new chairman will be how to keep down fares in London.

A NEW FORM OF RAILWAY ELECTRIFICATION IN LANCASHIRE: Representatives from Commonwealth and foreign railways inspecting the new electrification system recently installed on the British Railways' Lancaster—Morecambe—Heysham line. Although this form of electric railway with a 50-cycle single-phase A.C. system is well known in France, this is the first line in Britain to use it. Representatives of the cable industry were also at this inspection.

THE SURVEY SHIP "CHALLENGER" TO GO INTO RESERVE: H.M. survey ship *Challenger*, under the command of Commander W. Ashton, sails into Portsmouth after completing her last voyage. The survey ship is to pay off and reduce to the reserve. The *Challenger* had spent 180 days at sea since recommissioning early this year, making observations mainly in the Eastern half of the Atlantic. Before that she had made a 75,000-mile journey round the world lasting two-and-a-half years. During her long career of surveying and oceanographical research the *Challenger* made the deepest recorded sounding of 5,940 fathoms.

AN R.A.F. ESCAPE AUTHOR DISPLAYS HIS HOME-MADE WIND MACHINE: Richard Pape, the former Royal Air Force navigator whose book, *Boldness Be My Friend*, has just been published, shows, at a reception in London, a wind machine made in a prisoner-of-war camp, which enables escaping prisoners to kindle fires quickly. With Mr. Pape are Marshal of the R.A.F. Lord Tedder (left) and Sir Archibald McIndoe, the plastic surgeon who operated on the author's seriously disfigured face. Mr. Pape had been involved in numerous hair-raising escapes from German prisons.

On left—

LADY CHURCHILL AND THE PARSNIP: When Lady Churchill opened the Royal Air Force Horticultural Show at Westminster, she was confronted with this prize parsnip. With her, admiring the remarkable exhibit, is Mrs. Mary Soames, her daughter.

VISCOUNT STONEHAVEN SALVAGES TIMBER ON HIS ESTATES: Driving a tractor and hauling blown timber on his own estate at Rickerton, Kincardine, Viscount Stonehaven tries to salvage timber from his forests, which had been heavily damaged by storms. Many estates in Scotland have been similarly affected, and this has produced a glut of timber of this kind, so that the salvaging operations are not very profitable.

FORDS SET THE FASHION IN PARIS

Two New Models from Dagenham Create Interest at the French Motor Show, Revealing to the Continent the Trend in the British Motor Industry

BY "THE SPHERE" MOTORING CORRESPONDENT

SIR PATRICK HENNESSY, chief conjurer of the Ford Motor Company, produced two new models out of his Dagenham top-hat on the eve of the Paris Motor Show: a new Anglia (£360, plus £151 2s. 6d. tax) and a new Prefect (£395, plus £165 14s. tax).

They are likely to prove very popular cars. Already they have aroused enormous interest, and the Ford stand at the Paris Salon drew large crowds day after day. I have not yet had a chance of trying out either of them, but they look good, have plenty of room for four adults and their baggage, and, on paper at any rate, they have a performance and economy which will appeal to motorists at home and abroad.

Both models have the same body, though with different radiator grilles. The Anglia has two doors and the Prefect four. Both bear a strong family resemblance to the 1½-litre Consul and the 2¼-litre Zephyr. But, unlike their bigger brothers, the new Anglia and Prefect now share the same engine—a 4-cylinder, side-valve unit of 1,172 c.c., which has the same bore (63.5 mm.) and stroke (92.5 mm.) as that of the old 10-h.p. Prefect, though it develops 36 b.h.p. at 4,400 r.p.m. compared with the old Prefect's 30.1 at 4,000.

At a total price, including purchase tax, of £511 2s. 6d., the new Anglia is nearly £66 more than the model it replaces, and Sir Patrick Hennessy has yielded to Sir John Black—for the time being, at any rate—the traditional Ford distinction of being the builder of Britain's cheapest car. For the new Standard Eight costs £480. At £560 14s. the new Prefect is £34 14s. dearer than its predecessor.

Before I describe the new Fords in greater detail, I should like to comment on a new trend in British motor industry policy of which the new Dagenham products are an outstanding example. Only a few years ago, in the days of the Labour Government, there was a lot of talk about rationalisation in the British motor industry. At a time when vital materials were scarce, manufacturers were exhorted to reduce the number of their models. There were even threats that some of the smaller firms might have to close down their factories so that over-all production could be more economically concentrated in fewer and bigger factories.

To-day, with a return of a buyer's market, accompanied by growing competition overseas, the pendulum has gone right back the other way. Instead of fewer models, firms are building more models. The Rover Company provided a recent example of this when they introduced their new "60" and "90" models while retaining their popular "75." And now we find the Ford Company adding two models to their range. It is true they replaced existing models, but many people thought the Dagenham firm would drop the Prefect altogether and merely replace the Anglia with a small, austere "baby" car.

This baby car may still come along—perhaps even in time for the Motor Show—making a range of five different models. Fords have already built prototypes of such a car. Sir Patrick said so when the new Anglia and Prefect were "unveiled."

And far from saying that Fords will now concentrate on four models—the Anglia, Prefect, Consul and Zephyr—he went out of his way to hint archly that there will be some more interesting news later on.

The Ford chief said they had been conscious during recent years of the need for some new, smaller cars, and here they had two alternatives: (1) austerity and a minimum power unit; (2) modern streamlining with adequate power. A low price and low running costs were essential in both cases.

So the Ford Company built two series of prototype cars. The first had these features: maximum austerity; no access to luggage compartment; some compromise in appearance and general appeal; low-powered engine. The second series has modern, beautiful lines; large luggage-space with outside access; adequate power.

"We conducted sales research in our most important world markets with a particular look at North America and other hard-currency areas," said Sir Patrick. "The answer came back loud, clear and unmistakable: 'We want power, for your foreign competitors have power; we want beauty, for we are accustomed to the modern appearance; we want luggage-space and access to luggage-space; we want economy of operation and the lowest price compatible with these essentials.' These recommendations agreed with our own, and anyhow, we were no longer limited by an obsolete tax formula."

Now let us take a closer look at the two new cars which have emerged from this market research and this detailed planning.

They are of all-steel, unitary construction and many features of the Consul and Zephyr have been incorporated in their design, including independent front suspension, hydraulic brakes, hydraulic clutch operation, pendant-type pedals for clutch, brake and accelerator and positive steering. The front suspension has directly-operated coil springs mounted on special, hydraulic, double-acting shock-absorbers integral with the wheel-spindle assembly.

Fords claim that the seating of the rear passengers forward of the back axle has helped to give a comfortable ride. Overall length is 12 ft. 7¼ ins. (1 in. shorter than the old Anglia and 4 ins. shorter than the old Prefect). Both models are about 4 ins. wider and the wheelbase (7 ft. 3 ins.) is 3 ins. shorter in the case of the Anglia and 7 ins. shorter in the case of the Prefect. For both models the track has been widened to 4 ft. at the front and 3 ft. 11½ ins. at the back.

Notable features of both new models are a large luggage-boot with access from outside the car, full-width parcel tray under the dashboard, a parcel shelf in front of the rear window, good visibility (with wide, curved windscreen and rear window), and a bonnet which is hinged at the front and can be brought to a vertical position and locked. This arrangement makes the engine, its components and the 12-volt battery easily get-at-able.

The doors are wide and there is generous head-, leg- and elbow-room. The seats—they are of the bucket type at the front—have foam rubber overlays. Instruments are grouped above the steering-wheel and can be easily seen through the two-spoke wheel. Both cars have a speedometer with mileage recorder, fuel gauge and oil warning lamp. The Anglia also has an ammeter; the Prefect an ignition warning light, a headlight indicator and a temperature gauge. The Anglia has a horn button, the Prefect a semi-circular horn ring.

Top speed, Sir Patrick claims, is more than 65 m.p.h., and at a steady 40 m.p.h. both cars do 46 miles to the gallon. So it looks as if owners of the new Fords can rely on a consistent 40 m.p.g., however hard they drive their cars.

A.A. PATROLS HAVE A NEW LOOK THIS AUTUMN: As from October 1 the patrols are equipped with this new shield (*left*), which has been adopted by the Automobile Association after many months of experiment. The shield will help to protect the patrols from the rigours of the winter rain and cold. A plastic apron completes the outfit, hanging from the shield and preventing the wind from finding its way round the patrolman's body and legs. In the picture *on the right* water is seen being sprayed from a hose on to the screen during one of the experiments which preceded the adoption of the new style. It has been found that when a patrolman is heading into driving rain much of it passes over the top of the curved screen.

THE NEW FORD PREFECT, DESIGNED TO MEET COMPETITION AT HOME AND ABROAD IN THE SMALL-CAR MARKET: Together with the new Anglia, it aroused enormous interest at the Paris Motor Show. Both models have the same body, but different radiator grilles.

THE FORD ANGLIA COSTS £66 MORE THAN THE MODEL IT REPLACES: This handsome car has also attracted the keenest interest at the Paris Show. It is discussed at length by "The Sphere" Motoring Correspondent in his article on this page.

I make no apology for having used so much of my space in describing the new Fords. Their arrival is an important event in British motoring history. But now let us turn to the activities of a few other firms. The Bristol Aeroplane Company, for instance. They have announced a new "404" 2-litre sports coupé which they claim combines the high performance of a competition car with the docility and dignity of a town carriage.

Basic price of the new model is £2,500, increased by purchase tax (£1,042), to a total of £3,542. This compares with the total cost of £2,976 for the Bristol "401" saloon.

The "404" has advanced styling which breaks right away from the familiar lines of the "401" and "402" saloons. The radiator inlet duct has been designed to combine maximum efficiency with minimum frontal area and reflects the influence of aviation technique—a feature of all Bristol cars. The engine of the "404"—a development of the well-tried Bristol unit—produces 105 b.h.p. at 5,000 r.p.m.

An alternative engine with a sports type camshaft is offered for competition work only. It develops some 125 b.h.p. at 5,500 r.p.m. The luggage-space is so arranged that it can readily be converted into occasional seats for two people. Messrs. E. D. Abbott, of Farnham, Surrey, have designed and produced a drop-head coupé body for the "404." It provides a low-slung two-seater speedster with ample room for driver and passenger and a spacious boot giving 22 cubic feet. This very attractive drop-head coupé costs the same as the standard model.

Now that we have swung from economy cars to high-priced luxury models it should be mentioned that Mr. David Brown has announced two new designs: the Tickford Lagonda 3-litre, two-door sports saloon with a total price in the U.K., including tax, of £3,202 15s.; and the DB 2–4, a development of the famous DB 2, which has two extra rear seats for children—it is reckoned they are big enough for adults at a squeeze—and a reasonable-sized luggage compartment. The maximum speed is still well over 110 m.p.h. The home market retail price is the same as that of the DB 2, which it supersedes; £1,850 plus £772 purchase tax.

Let's finish on a note of congratulation to Vauxhall Motors, who this year attain their golden jubilee and who look like celebrating it by building 100,000 vehicles in twelve months for the first time in Vauxhall history.

It is interesting to recall that the first Vauxhall car, a 5-h.p. single-cylinder model, was built at Vauxhall in London fifty years ago this month. In 1903 the firm built one car every twelve working days. Nowadays Vauxhall Motors build more than 3,500 cars and over 2,500 Bedford trucks and vans every twelve working days.

The firm had its origins in an undertaking called the Vauxhall Iron Works, which a Scottish marine engineer named Alexander Wilson set up in Wandsworth Road, London. He concentrated on building marine engines for river craft. It was about the turn of the century that the company became interested in cars, and in 1903 the first car was offered for sale to the public. It cost 130 guineas and had two forward speeds, no reverse gear, chain drive to the rear wheels and a two-seater body. Top speed was 25 m.p.h. The steering was by tiller and suspension was by vertical coil springs all round.

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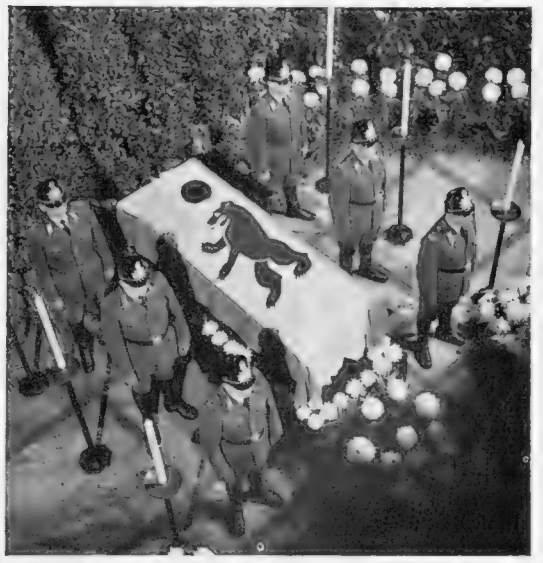
Berlin Mourns Her Beloved Mayor

More than Half-a-Million Citizens, from East and West, Attend the Funeral of Professor Ernst Reuter

THE COFFIN OF PROFESSOR ERNST REUTER ON THE STEPS OF HIS CITY HALL : 100,000 people from East and West Berlin assembled at the Schöneberg Town Hall for the funeral of their Chief Burgomaster, Professor Reuter, who died unexpectedly after a heart attack. Altogether more than 500,000 Berliners lined the streets to the cemetery to pay their last respects to their popular Mayor, who had ruled over their city since 1947.



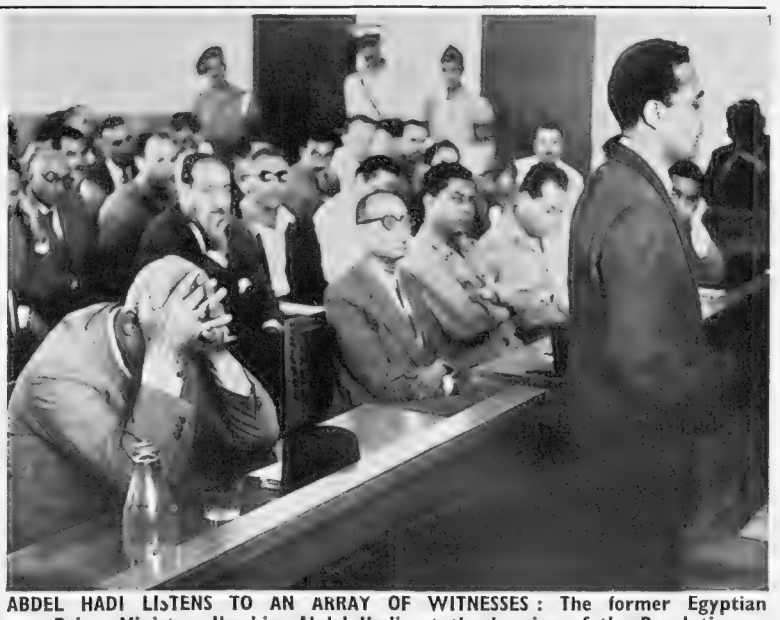
THE FAMOUS BLACK BERET LIES ON THE MAYOR'S COFFIN : Draped with the flag of the city of Berlin, the coffin of Professor Ernst Reuter stands in the City Hall during the lying-in-state. On the coffin is the black beret which Professor Reuter always used to wear, and which had become a symbol of Berlin's resistance to Russian pressure.

PRESIDENT HEUSS DELIVERS A FUNERAL ORATION AT THE CITY HALL : On the steps of the City Hall, in the American Sector of Berlin, the President of the West German Federal Republic, Herr Heuss, delivers an oration.

PROFESSOR REUTER'S WIDOW PLACES A ROSE ON THE COFFIN : Supported by her son Edzard, Frau Hanna Reuter bends over her husband's coffin, which is covered with oak leaves. Only relatives and close friends were present at the burial at Zehlendorf.

A Former Egyptian Premier on Trial

The Death Sentence on Abdel Hadi is Commuted to Life Imprisonment



ABDEL HADI LISTENS TO AN ARRAY OF WITNESSES : The former Egyptian Prime Minister, Ibrahim Abdel Hadi, at the hearing of the Revolutionary Tribunal in Cairo. Abdel Hadi, who was accused of treason, corruption and abuse of power while holding office under King Farouk in 1948 and 1949, was sentenced to death. The tribunal also ordered the confiscation of Abdel Hadi's property. The hearing, which lasted a day-and-a-half, was at times noisy, and part of it was held *in camera*. After his counsel had refused to plead any further, Abdel Hadi took over his own defence, pleaded not guilty and appealed to the mercy of the tribunal. The Council of Revolution, over which General Neguib himself presides, later commuted the sentence to one of life imprisonment.

The World of Books—By VERNON FANE

DICKENS: A FULL-DRESS BIOGRAPHY

Mr. Edgar Johnson's Account of the Life and Work of England's Great Victorian Writer

THE life, the work, and even the reputation of Dickens are so varied in their impact on the reader or, better, on the average Englishman who recognises him as a part of his country's heritage but could scarcely give you the plots of two novels, that to have undertaken a full-dress biography of him argues not only enormous industry but admirable vitality. Both these qualities can justifiably be claimed by Mr. Edgar Johnson, the American scholar whose CHARLES DICKENS: His Tragedy and His Triumph (Gollancz. £3 10s., 2 Vols.) has just been published. As with other biographers, Mr. Johnson has read and re-read the books and all the magazines to which Dickens contributed, and, in addition, he has worked his way through scores and hundreds of letters, papers and studies of the Victorian age in which the writer lived.

Charles Dickens, of London and Kent, a writer who knew fabulous success in his own lifetime, was an enigma only in the sense that any man of deep feelings, of humour, ambition, passionate, crusading prejudice and genius must be a problem if his character is to be coolly analysed and dissected. His opinions and his actions were often paradoxical; his sympathies were more easily enlisted for the general than the particular, and so on. As a man, his emotional life was disappointing and even tragic, largely through his own fault, yet he had the most faithful of lifelong friends of both sexes. As a writer he was, and is, unique, and we must be grateful to Mr. Johnson for the immense care, research and, in the end, affection, with which he has compiled this vast work.

Edwin Booth's remains as one of the greatest names in the American theatre. He was the son of Junius Brutus Booth, one of England's leading actors and of the same family as John Wilkes Booth, quite a good minor actor himself, who assassinated Abraham Lincoln. Edwin Booth came to England at one period in his career to act with Irving, the two alternating in successive weeks in such roles as Iago and Othello, but it was in America that he grew up as a sad boy and, later, as a brilliant actor whose new, quieter style foretold the trends of the future, though they prompted Walt Whitman to cry that "If he had had a little more that was absolutely gross in his composition he would have been altogether first-class instead of just a little short of it." In her biography, PRINCE OF PLAYERS (Peter Davies. 15s.), Eleanor Ruggles has done a good and suitably dramatic job of showing the man who had known such triumphs in the theatre and who yet seemed to carry the weight of his family's tragedies upon him.

Edgar Allan Poe was born in 1809 and died only forty years later, but in that brief scope his published work was strong enough and original enough to have had a lasting impact on the English-speaking world of letters and in the European. THE HAUNTED MAN (Hutchinson. 16s.) is a biography, or portrait, of him by Mr. Philip Lindsay, written with great sympathy and a minimum of moralising, as indeed a man might write who understood Byron's words on Sheridan:

> "... *Ah, little do they know*
> *That what to them seemed vice*
> *might be but woe.*"

However, Poe, by even the most tolerant of social standards, must have been an uncomfortable customer, and the pages are, not surprisingly, filled with anecdotes of one kind and another; about his behaviour, about his extravagances, his drinking and his ardour in pursuit of women. That tale is too easily told. What Mr. Lindsay has accomplished is a less obvious and far more subtly telling picture of a man who was, among many other contradictory things, the father of the modern detective story.

I hope it isn't invidious to speak of an actress as evergreen, even when she is forty. Or so. Because evergreen or, better still, springlike, or, best of all, vital, are all terms that spring to the mind when one is thinking of the one and only Miss Courtneidge. CICELY (Hutchinson. 15s.) is her autobiography, and it is told with all the wit and verve that you would—or should—expect from someone who is known to have stopped the show in the very hour of her birth. That, incidentally, is only among scores of excellent stories, often illustrating the foibles of her friends, or her family, or her fellow-actors as much as they tell of her. I found it all wonderfully exhilarating: good-tempered without being fatuous, and commonsensical without sinking into bathos. A pet of a book.

"GOING TO THE EXHIBITION": This is one of the many lively illustrations reproduced in *The Age of Paradox* (Gollancz. 22s. 6d.), *A Biography of England, 1841-1851*, by John W. Dodds. The book, which is to be published on Monday, gives a brilliant year-by-year panoramic picture of England during one of the most important and stirring periods of Queen Victoria's reign. It starts shortly after the Queen's accession to the throne, when the country was in the midst of an acute trade depression, and closes at the time when the Great Exhibition in Hyde Park had inaugurated the miraculous age of Victorian development and prosperity.

THE WORLD OF ROBERT FLAHERTY (Gollancz. 21s.) is the amazing story of a man who had one of the greatest names in the film world and an unblemished reputation founded on precisely five films, for a sixth was never shown. *Nanook* was the first, and Flaherty made that when he had spent twelve years in the Canadian north. Then *Moana*, in the South Seas, one of the loveliest films, purely visually, that I remember seeing. Then, after five years or more, *Man of Aran*, with its tremendous tale of islanders battling with sharks and storms. Then India, for *Elephant Boy*. Then *The Land*, made for an American Government department and shelved, because its intended propaganda purpose was said to be out of date. Then *Louisiana Story*, and after that a few years, during which no one seems to have asked him to make a picture, and then the end. But in the existing films, as Mr. Richard Griffith's book shows, Flaherty's memory is secure.

MY POLYNESIA—Tahiti Revisited (Arthur Barker. 15s.) is a lively account by M. Jacques Chegaray of a journey to the islands during which he was busy with camera, notebook, pencil and a good journalist's astuteness in an effort to show what the people and their homes are like, and what a disconcerting time a chap may have when he comes to make a film of the whole scene.

Because an "escape" book is published a certain number of years after the war does not mean that it is lacking either in excitement or authenticity, and Mr. Anthony Deane-Drummond's RETURN TICKET (Collins. 12s. 6d.) is an excellent case in point, for this is the story of two attempts, the second of them successful, at escaping from a prisoner-of-war camp in Italy, and getting back to England, and later of the author's part in the immortal Arnhem action and of yet another astonishing escape.

There is a point—or so at least it seems in fiction—beyond which the refinements of feeling are perilously close to dullness, and indeed ANNA FITZALAN (Collins. 12s. 6d.), the heroine of Miss Marguerite Steen's new novel, draws near at times to that margin. Anna is a thoroughly nice woman, well-bred, extremely sensitive, living for the joys and well-being of others, articulate, cultivated, even well-dressed, and yet a pale figure whose white virtues have little that is black or red, or even earth-coloured, to contrast with them. I once heard a friend in a frail state of health ordering a luncheon and saying that he didn't mind particularly what he ate so long as there was no colour in it. Anna, I think, would have understood him. Nevertheless, her story is admirably and elegantly told, and is both civilised and readable to a high degree.

There are three detective stories for your attention this week. WHICH DOCTOR (Gollancz. 10s. 6d.) has a title of wonderful aptness, and is concerned with a kidnapping and a murder, in or around a children's hospital in the country. Mr. Edward Candy is a new name to me, and, I suspect, to him too. He might just possibly be a doctor himself. Arthur Upfield's MURDER MUST WAIT (Heinemann. 10s. 6d.) is a new and excellent story about that fascinating half-aboriginal Australian detective, Napoleon Bonaparte, and the scene is rural and strangely beautiful New South Wales. Marjorie Bremner, in MURDER MOST FAMILIAR (Hodder and Stoughton. 10s. 6d.), writes of mayhem in an English country house, by now an almost classic setting, but does it with a new angle of her own.

SIX OTHER NEW PUBLICATIONS.

THE ENGLISH FARMHOUSE (B. T. Batsford. 21s.), *by Martin S. Briggs, is an account of the houses in which English farmers have lived, from medieval times to the end of the last century, and of the surrounding buildings, particularly the barns, dovecotes and stables. The book, an addition to the New Heritage Series, is illustrated with 150 prints, drawings and photographs.*

In her introduction to **THE WAY OF A HORSE** (Hurst and Blackett. 15s.), *Marguerite de Beaumont says: "It is a book about horse nature and human nature; and I have tried to show how vitally important it is to understand both these things when dealing with horses." There are many illustrations.*

The purpose of **THE WONDERFUL WORLD OF INSECTS** (Gollancz with Sidgwick and Jackson. 21s.), *written and illustrated with photographs by Albro Gaul, is to show what insects do and the great debt which we owe the insects.*

In **THE VICTORIAN MOUNTAINEERS** (B. T. Batsford. 18s.), *Ronald Clark discusses the character of the mountaineers of the last century, and the motives which led them to the heights. The book is illustrated with nearly 50 old photographs, the majority of them previously unpublished.*

GUIDE TO THE MOON (Eyre and Spottiswoode. 16s.), *by Patrick Moore, F.R.A.S., is a complete account of the moon for those who would travel there by space ship, telescope or imagination.*

The object of **JANE AUSTEN'S NOVELS: A Study in Structure** (Chatto and Windus. 16s.), *by Andrew H. Wright, is to help both the expert and the ordinary reader to understand her novels more deeply and enjoy them more richly.*

WHEN GOTCH MET GORDON

A Tale of Pioneering in the Australian Gold Rush Days

John Speechley Gotch was born in Kettering on December 4, 1829, and in 1853 he arrived in Australia where, after digging for gold unsuccessfully, he joined Alexander Gordon at his newsagents' stall in the Western Market of Melbourne. The city in those days was one of narrow, evil-smelling streets and swirling horse traffic, with drink-shops and dance-halls galore to attend to the needs of the blustering diggers. No fewer than 3,000 diggers a week were pouring into Melbourne at that time, and altogether it was a bewildering and a chaotic city. It was there, exactly 100 years ago, that young Gotch found his feet, for the shrewd Scot, Alexander Gordon, who had given him a job selling newspapers from his stall, soon offered him a partnership if he could sell as many newspapers to the miners in the diggings as he sold in the market. It was a challenge eagerly accepted. Gotch succeeded, and the partnership prospered, although in the first days the partners slept beneath the counter to save money. Thus humbly began the firm of Gordon and Gotch, two names which were eventually to dominate Britain's export trade in newspapers and magazines, and were to be responsible for a large proportion of Britain's overseas trade in books. To mark the centenary, the firm has published its history under the title of GORDON AND GOTCH, LONDON. The story is brought right up to the present day, and is full of interesting details of the firm's activities, but readers will be particularly fascinated by the stories of the early days in Australia, in South Africa and in other parts of the world, and not least in how John Gotch braved the oceans to return home in 1856, fell in love at first sight with a seventeen-year-old school friend of his sister's, and took her half-across the world to share his rising fortunes in Australia. That was the Gordon and Gotch way, apparently, both in Empire-building and in affairs of the heart. They knew exactly what they wanted.

As man's challenge in the high places of the world, his successive assaults upon the peaks of the Himalayas, the Karakorams, the Pamirs, and the Andean chain gathers in tempo, the thirst for knowledge about mountaineering grows. Marcel Kurz has now brought out a volume entitled THE MOUNTAIN WORLD, 1953 (George Allen and Unwin. 25s.), and this is apparently the prototype of an annual publication on climbing achievements. The same material is being published in three languages, and it seeks to bring together explorers and mountaineers of various countries. This is a really superb volume, with some magnificent panoramic photographs and detailed line drawings for the guidance of the reader. Among the contributors are René Dittert, of the Swiss Everest Expedition, who describes the struggle for the South Col, while Raymond Lambert, who almost reached Everest's summit with Sherpa Tensing, writes on that wonderful assault made in the most dreadful conditions of mist and cold. It was this gallant effort, which took the climbers to over 28,000 ft. and to within 500 ft. of the South Summit, that duly paved the way for Tensing's success this year in company with the redoubtable Hillary. Mountaineering in Nepal, Bolivia, Peru and Greenland provides other valuable chapters in this new symposium.

From the same publishing house comes another most authoritative and beautifully-produced volume, although on an entirely different subject. It is ART IN THE ICE AGE, with special reference to Spanish Levantine art and Arctic art (George Allen and Unwin. 45s.). The authors are Johanness Maringer, who holds a chair of archæology in Japan, and Hans Georg Bandi, Professor of Ancient History at the University of Berne. The art of the Spanish Levant was only discovered at the beginning of the century, and some of the famous red-and-white wall-paintings from the caves of Eastern Spain and from the Dordogne, in south-west France, are among the outstanding illustrations in the volume. The Lascaux reproductions are particularly fine. Norway and North Russia have been the chief sources for the reproductions of Arctic art, a subject which has apparently been neglected until very recent years.

Reuben Fine, one of the world's leading authorities on chess, has turned his attention to THE MIDDLE GAME IN CHESS (Hollis and Carter. 25s.). Here are some really valuable ideas on how victory can be secured in the midst of the often muddled exchanges which follow the clockwork precision of the opening gambits. Mr. Fine is a painstaking guide, and there is little doubt that those who are prepared to follow through his detailed advice will find an improvement in their play.

The latest addition to the Regional Books is one of special distinction. Sheila Kaye-Smith writes on THE WEALD OF KENT AND SUSSEX (Robert Hale. 18s.). This is a district rich in history, in natural history and in natural beauty, and the author writes of it with the fondness born of a lifetime of familiarity. Her "conducted" tours off the beaten track are full of pleasant surprises.

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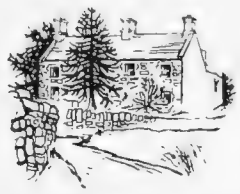

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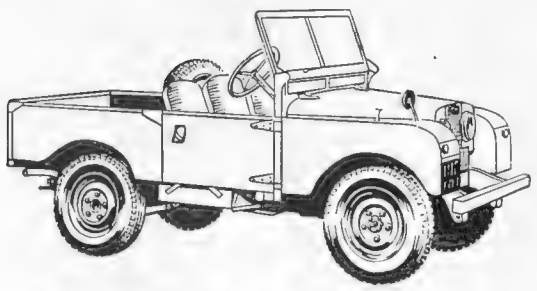

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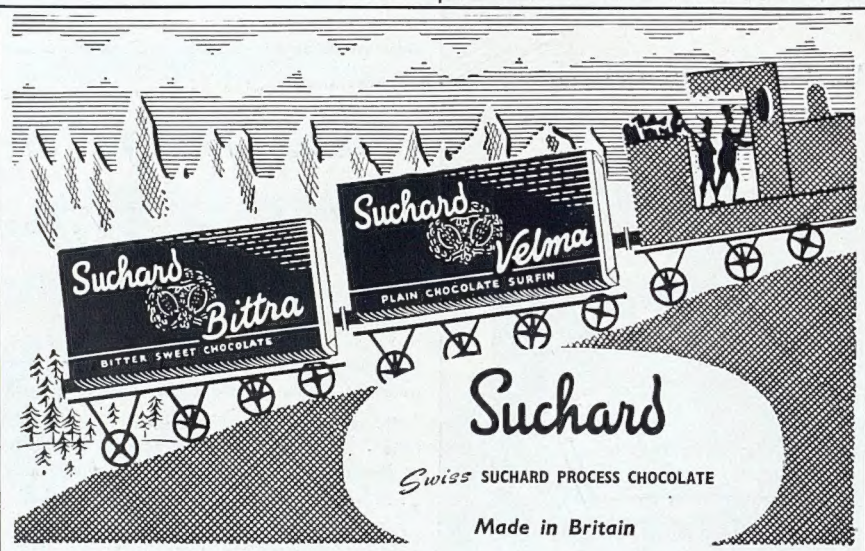

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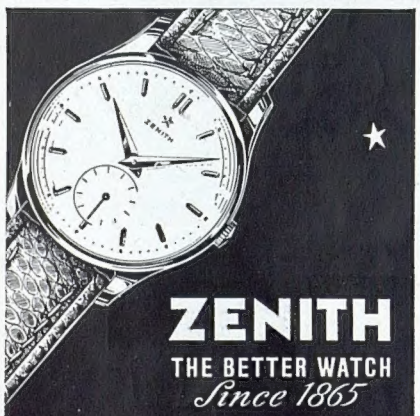

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